

Summary of Selection Process

Introduction

Building upon the experience gained during BRAC 93, the Secretary of the Navy established policies, procedures, organizations, and internal controls that ensured that the process in the Department of the Navy (DON) for making base closure and realignment recommendations to the Secretary of the Defense was sound and in compliance with the Base Closure Act. The Secretary of the Navy established a Base Structure Evaluation Committee (BSEC) for the analyses and deliberations required to satisfy the Base Closure Act, and a Base Structure Analysis Team (BSAT) to provide staff support to the BSEC.

The Selection Process

Under the oversight and guidance of the Under Secretary of the Navy, the BSEC had eight members, consisting of senior DON career civilians and Navy flag and Marine Corps general officers who were responsible for developing recommendations for closure and realignment of DON military installations for approval by the Secretary of the Navy. The BSEC was required to evaluate Navy and Marine Corps installations in accordance with the Base Closure Act, to comply with appropriate guidance from higher levels, to ensure audibility by the Comptroller General, and to ensure operational factors were considered. In conducting its evaluation, the BSEC applied the final selection criteria for selecting bases for closure or realignment and based its recommendations on the FY 2001 force structure plan.

The BSAT was composed of military and civilian analysts who were tasked to collect data and to perform analysis for the BSEC. Additionally, the Naval Audit Service and the Office of General Counsel were integrally involved in the process. The Naval Audit Service reviewed the activities of the BSEC and the BSAT to ensure compliance with the approved Internal Control Plan and audited the accuracy and reliability of data provided by DON activities. The Office of the General Counsel provided senior-level legal advice and counsel.

In compliance with the Internal Control Plan, a Base Structure Data Base (BSDB) was developed and contained relevant information on all DON military installations subject to the Base Closure Act. The BSEC used the data base as the baseline for its evaluation of DON military installations, leading to development of recommendations for closure and realignment. Pursuant to the certification policy promulgated by the Secretary of the Navy to comply with the provisions of the Base Closure Act, data which was included in the Base Structure Data Base had to be certified as accurate and complete by the officer or civilian employee who initially generated data in response to the BSEC request for information, and

then at each succeeding level of the chain of command. In conjunction with the requirement to keep records of all meetings that were part of the decision making process, the Base Structure Data Base and the certification policy were designed to ensure the accuracy, completeness, and integrity of the information upon which the DON recommendations were based.

The senior leadership of the Navy and Marine Corps was substantially involved in the process. Policy issues and basic principles that affect basing and infrastructure requirements were articulated, and comments were solicited from the major "owner/operators" of Navy and Marine Corps installations on Fleet operations, support, and readiness impacts. Additionally, the relationship between the Military Departments and the Office of the Secretary of Defense (OSD) for BRAC 95 was more formalized and more robust than in prior rounds. The DON was significantly represented on every OSD BRAC 95 group.

In order to comply with the requirements of the Base Closure Act relating to evaluation using the force structure plan and the selection criteria, the first step in the process was to categorize and aggregate installations for analysis. Based on a review of the Secretary of the Navy's responsibilities under Title 10 of the U.S. Code to operate, maintain, train, and support the operating forces within the DON, the BSEC developed five major categories for organizing its military installations for analysis and evaluation: Operational Support, Industrial Support, Technical Centers/Laboratories, Educational/Training, and Personnel Support/Other. These categories were then further divided into 27 subcategories to ensure that like installations were compared to one another and to allow identification of total capacity and military value for an entire category of installations. Within these 27 subcategories were 830 individual Navy or Marine Corps installations or activities, each of which was reviewed during the BRAC 95 process.

Data calls were issued to these installations, tailored to the subcategory in which the activity was grouped, to obtain the relevant certified information relating to capacity and military value. "Conglomerate" activities having more than one significant mission received multiple military value and capacity data calls relating to those missions. The certified responses to these data calls were entered into the Base Structure Data Base and formed the sole basis for BSEC determinations.

Capacity analysis compared the present base structure to the future force structure requirement for each subcategory of installations to determine whether excess base structure capacity existed. The capacity measures were the appropriate "throughput" for each type of installation. If total capacity was greater than the future required capacity, excess capacity was determined to exist, and the military value of each installation in a subcategory was

evaluated. If there was no meaningful excess capacity, no further closure or realignment analysis was conducted. Of the 27 subcategories, eight of them demonstrated either little or no excess capacity.

The remaining 19 subcategories underwent military value analysis to assess the relative military value of installations within a subcategory, using a quantitative methodology that was as objective as possible. The foundation of the analysis was the military value criteria, which are the first four of the eight selection criteria issued by the Secretary of Defense. Information from the military value data call responses was displayed in a matrix, scored by the BSEC according to relative importance for a particular subcategory. A military value score for a particular installation is a relative measure of military value only within the context of the subcategory in which that installation was analyzed, in order to compare one installation in a subcategory against another installation in that category.

The results of the capacity analyses and military value analyses were then combined in that stage of the process called configuration analysis. The purpose of configuration analysis was to identify, for each subcategory of installations, sets of installations that best meet the needs of the Navy and Marine Corps, in light of future requirements, while eliminating the most excess capacity. Multiple solutions were generated that would satisfy capacity requirements for the future force structure while maintaining the average military value of the retained installations at a level equal to or greater than the average military value for all of the installations in the subcategory.

The configuration analysis solutions were then used by the BSEC as the starting point for the application of military judgment in the development of potential closure and realignment scenarios to undergo return on investment analysis. Scenario development was an iterative process in which results of COBRA analyses and inputs from the senior Defense leadership were used to generate additional options. The input received from the Fleet CINC's, the major claimants (including the SYSCOM Commanders), and the DON civilian leadership was an integral part of scenario development. The CINCs and major claimants provided input both directly, during meetings, and indirectly, through COBRA scenario data call responses. Additionally, the Joint Cross-Service Groups generated numerous alternatives derived from their analysis of data and information provided by the Military Departments. From alternatives proposing closure or realignment of DON activities, all but one of the Depot Maintenance alternatives, all of the significant Laboratory alternatives, all of the Military Treatment Facilities alternatives, all of the significant Test and Evaluation alternatives, and all of the Undergraduate Pilot Training alternatives resulted in COBRA scenario data calls. As a result of the scenario development portion of the process, the BSEC developed 174 scenarios involving 119 activities.

COBRA analyses were conducted on all of these scenarios, using certified responses to COBRA scenario data calls from the chains of command of affected installations and their tenants. In analyzing these responses, the BSEC aggressively challenged cost estimates to ensure both their consistency with standing policies and procedures and their reasonableness. With reductions in budgets, numbers of programs, and numbers of systems being produced, the BSEC reviewed the data call responses to ensure that outyear requirements were appropriately reduced in terms of personnel, facilities, and capacities of remaining facilities. The BSEC used the COBRA algorithms as a tool to ensure that its recommendations were cost effective. As a result, the estimated upfront costs are the lowest of any round of base closure, and the longest period for return on investment of any recommendation is four years. Most recommendations will obtain an immediate return on investment, with savings offsetting costs of closure within the closure period.

The impact on the local economic area for each DON installation considered for closure or realignment was calculated using the DoD BRAC 95 Economic Impact Data Base. The DON is very concerned about economic impact and has made every effort to fully understand all of the economic impacts its recommendations might have on local communities. The BSEC also evaluated the ability of the existing local community infrastructure at potential receiving installations to support additional missions and personnel. The impact of increases in base personnel on such infrastructure items as off-base housing availability, public and private schools, public transportation, fire and police protection, health care facilities, and public utilities was assessed. No significant community infrastructure impacts were identified for any of the DON proposed closure or realignment actions.

Once the BSEC had determined the serious candidates for closure or realignment, an environmental summary was prepared which compared the environmental management efforts at losing and gaining sites. Differences in environmental management effort were presented as they relate to such programs as threatened/endangered species, wetlands, cultural resources, land use, air quality, environmental facilities, and installation restoration sites. The environmental impact analysis permitted the BSEC to obtain a comprehensive picture of the potential environmental impacts arising from the recommendations for closure and realignment. No significant environmental impacts were identified for any scenario which would support reconsideration of any recommendation.

Recommendations and Justifications

Naval Air Facility, Adak, Alaska

Recommendation: Close Naval Air Facility, Adak, Alaska.

Justification: Despite the large reduction in operational infrastructure accomplished during the 1993 round of base closure and realignment, since DON force structure experiences a reduction of over 10 percent by the year 2001, there continues to be additional excess capacity that must be eliminated. In evaluating operational bases, the goal was to retain only that infrastructure necessary to support the future force structure without impeding operational flexibility for deployment of that force. In the case of Naval Air Facility, Adak, Alaska, the Navy's anti-submarine warfare surveillance mission no longer requires these facilities to base or support its aircraft. Closure of this activity reduces excess capacity by eliminating unnecessary capabilities and can be accomplished with no loss in mission effectiveness.

Return on Investment: The total estimated one-time cost to implement this recommendation is \$9.4 million. The net of all costs and savings during the implementation period is a savings of \$108 million. Annual recurring savings after implementation are \$26 million with an immediate return on investment expected. The net present value of the costs and savings over 20 years is a savings of \$354.8 million.

Impacts:

Economic Impact on Communities: Assuming no economic recovery, this recommendation could result in a maximum potential reduction of 894 jobs (678 direct jobs and 216 indirect jobs) over the 1996-to-2001 period in the Aleutians West Census Area economic area, which is 10.4 percent of economic area employment. However, the geography of the Aleutian Islands localizes economic effects, and no loss is anticipated from the closure of NAF Adak beyond the direct job loss.

Community Infrastructure Impact: There is no community infrastructure impact since there are no receiving installations for this recommendation.

Environmental Impact: The closure of Naval Air Facility, Adak will have a positive effect on the environment in that, even though NAF Adak is in an attainment area for carbon monoxide, ozone, and PM-10, a source of ozone will be removed, further improving already favorable air quality. In an area with few air emission sources present, cessation of

air emissions from this facility will enhance the natural state of the western Alaska region. Also, there is no adverse impact on threatened/endangered species, sensitive habitats and wetlands, or cultural/historical resources occasioned by this recommendation.

Naval Shipyard, Long Beach, California

Recommendation: Close the Naval Shipyard Long Beach, California, except retain the sonar dome government-owned, contractor-operated facility and those family housing units needed to fulfill Department of the Navy requirements, particularly those at Naval Weapons Station, Seal Beach, California. Relocate necessary personnel to other naval activities as appropriate, primarily Naval Weapons Station, Seal Beach and naval activities in the San Diego, California, area.

Justification: Despite substantial reductions in depot maintenance capability accomplished in prior base closure evolutions, as force levels continue to decline, there is additional excess capacity that needs to be eliminated. Force structure reductions by the year 2001 eliminate the requirement for the Department of the Navy to retain this facility, including its large-deck drydocking capability. As a result of BRAC 91, the adjoining Naval Station Long Beach was closed, and some of its assets were transferred to the naval shipyard for "ship support functions." Of those transferred assets, only those housing units required to fulfill Department of the Navy requirements in the local commuting area will be retained after closure of the naval shipyard.

Return on Investment: The total estimated one-time cost to implement this recommendation is \$74.5 million. The net of all costs and savings during the implementation period is a savings of \$725.6 million. Annual recurring savings after implementation are \$130.6 million with an immediate return on investment expected. The net present value of the costs and savings over 20 years is a savings of \$1,948.6 million.

Impacts:

Economic Impact on Communities: Assuming no economic recovery, this recommendation could result in a maximum potential reduction of 13,261 jobs (4,029 direct jobs and 9,232 indirect jobs) over the 1996-to-2001 period in the Los Angeles-Long Beach, California PMSA economic area, which is 0.3 percent of economic area employment. The cumulative economic impact of all BRAC 95 recommendations and all prior-round BRAC actions in the economic area over the 1994-to-2001 period could result in a maximum potential decrease equal to 0.4 percent of employment in the economic area.

Community Infrastructure Impact: There is no known community infrastructure impact at any receiving installation.

Environmental Impact: The closure of Long Beach Naval Shipyard will have a positive impact on the local environment. The removal of a major industrial activity from an area that is in non-attainment for carbon monoxide, ozone, and PM-10 will be of substantial benefit to the air quality of this area. Similarly, the workload and small numbers of personnel being relocated to other activities are not expected to adversely impact the environment of geographic areas in which those activities are located. There are no adverse impacts to threatened/endangered species, sensitive habitats and wetlands, or cultural/historical resources occasioned by this recommendation.

Ship Repair Facility, Guam

Recommendation: Close the Naval Ship Repair Facility (SRF), Guam, except transfer appropriate assets, including the piers, the floating drydock, its typhoon basin anchorage, the recompression chamber, and the floating crane, to Naval Activities, Guam.

Justification: Despite substantial reductions in depot maintenance capability accomplished in prior base closure evolutions, as force levels continue to decline, there is additional excess capacity that needs to be eliminated. While operational and forward basing considerations require access to Guam, a fully functional ship repair facility is not required. The workload of SRF Guam can be entirely met by other Department of the Navy facilities. However, retention of the waterfront assets provides the DON with the ability to meet voyage repair and emergent requirements that may arise in the Western Pacific.

Return on Investment: The total estimated one-time cost to implement this recommendation is \$8.4 million. The net of all costs and savings during the implementation period is a savings of \$171.9 million. Annual recurring savings after implementation are \$37.8 million with an immediate return on investment expected. The net present value of the costs and savings over 20 years is a savings of \$529 million.

Impacts:

Economic Impact on Communities: Assuming no economic recovery, this recommendation could result in a maximum potential reduction of 1,321 jobs (663 direct jobs and 658 indirect jobs) over the 1996-to-2001 period in the Agana, Guam economic area, which is 2.0 percent of economic area employment. The cumulative economic impact of all BRAC 95 recommendations and all prior-round BRAC actions in the economic area over the 1994-to-2001 period could result in a maximum potential decrease equal to 10.6 percent of employment in the economic area. However, much of this impact involves the inclusion of Military Sealift Command mariners in the job loss statement, which does not reflect the temporary nature of their presence on Guam.

Community Infrastructure Impact: There is no known community infrastructure impact at any receiving installation.

Environmental Impact: The closure of the Ship Repair Facility Guam will have a generally positive impact on the environment because a significant industrial operation will be closed, including the removal of stationary emission sources associated with this operation. This will be a benefit to an already positive air quality situation on Guam. Further, this closure will not have an adverse impact on threatened/endangered species, sensitive habitats and wetlands, or cultural/historical resources.

Naval Air Warfare Center, Aircraft Division, Indianapolis, Indiana

Recommendation: Close the Naval Air Warfare Center (NAWC), Aircraft Division, Indianapolis, Indiana. Relocate necessary functions along with associated personnel, equipment and support to other naval technical activities, primarily Naval Surface Warfare Center, Crane, Indiana; Naval Air Warfare Center, Aircraft Division, Patuxent River, Maryland; and Naval Air Warfare Center, Weapons Division, China Lake, California.

Justification: There is an overall reduction in operational forces and a sharp decline of the DON budget through FY 2001. Specific reductions for technical centers are difficult to determine, because these activities are supported through customer orders. However, the level of forces and the budget are reliable indicators of sharp declines in technical center workload through FY 2001, which leads to a recognition of excess capacity in these activities. This excess and the imbalance in force and resource levels dictate closure/realignment or consolidation of activities wherever practicable. This recommended closure results in the closure of a major technical center and the relocation of its principal functions to three other technical centers, realizing both a reduction in excess capacity and significant economies while raising aggregate military value.

Return on Investment: The return on investment data below applies to the closure of Naval Surface Warfare Center Louisville and the closure of NAWC Indianapolis. The total estimated one-time cost to implement these recommendations is \$180 million. The net of all costs and savings during the implementation period is a cost of \$26.8 million. Annual recurring savings after implementation are \$67.8 million with a return on investment expected in two years. The net present value of the costs and savings over 20 years is a savings of \$639.9 million.

Impacts:

Economic Impact on Communities: Assuming no economic recovery, this recommendation could result in a maximum potential reduction of 7,659 jobs (2,841 direct jobs and 4,818 indirect jobs) over the 1996-to-2001 period in the Boone-Hamilton-Hancock-Hendricks-Johnson-Marion-Morgan-Shelby Counties, Indiana, economic area, which is 0.9 percent of economic area employment. The cumulative economic impact of all BRAC 95 recommendations and all prior-round BRAC actions in the economic area over the 1994-to-2001 period could result in a maximum potential decrease equal to 2.2 percent of employment in the economic area.

Community Infrastructure Impact: There is no known community infrastructure impact at any receiving installation.

Environmental Impact: The closure of NAWC Indianapolis will have a positive effect on the environment because of the movement out of a region that is in marginal non-attainment for ozone. All three of the receiving sites (NSWC Crane, NAWC China Lake, and NAWC Patuxent River) are in areas that are in attainment for carbon monoxide, and the relocation of personnel from Indianapolis is not expected to have a significant effect on base operations at these sites. The utility infrastructure at each of these receiving bases is sufficient to handle these additional personnel, and this closure will not adversely impact threatened/endangered species, sensitive habitats and wetlands, or cultural/historical resources.

**Naval Surface Warfare Center, Crane Division Detachment,
Louisville, Kentucky**

Recommendation: Close the Naval Surface Warfare Center, Crane Division Detachment, Louisville, Kentucky. Relocate appropriate functions, personnel, equipment, and support to other naval activities, primarily the Naval Shipyard, Norfolk, Virginia; the Naval Surface Warfare Center, Port Hueneme, California; and the Naval Surface Warfare Center, Crane, Indiana.

Justification: There is an overall reduction in operational forces and a sharp decline of the DON budget through FY 2001. Specific reductions for technical centers are difficult to determine, because these activities are supported through customer orders. However, the level of forces and the budget are reliable indicators of sharp declines in technical center workload through FY 2001, which leads to a recognition of excess capacity in these activities. This excess and the imbalance in force and resource levels dictate closure/realignment or consolidation of activities wherever practicable. Consistent with the Department of the Navy's efforts to remove depot level maintenance workload from technical

centers and return it to depot industrial activities, this action consolidates ships' systems (guns) depot and general industrial workload at NSYD Norfolk, which has many of the required facilities in place. The functional distribution of workload in this manner offers an opportunity for cross-servicing part of the gun plating workload to the Watervliet Arsenal in New York. System integration engineering will relocate to NSWC Port Hueneme, with the remainder of the engineering workload and Close-in-Weapons System (CIWS) depot maintenance functions relocating to NSWC Crane. The closure of this activity not only reduces excess capacity, but relocation of functional workload to activities performing similar work will result in additional efficiencies and economies in the management of those functions.

Return on Investment: The return on investment data below applies to the closure of NSWC Louisville and the closure of NAWC Indianapolis. The total estimated one-time cost to implement these recommendations is \$180 million. The net of all costs and savings during the implementation period is a cost of \$26.8 million. Annual recurring savings after implementation are \$67.8 million with a return on investment expected in two years. The net present value of the costs and savings over 20 years is a savings of \$639.9 million.

Impacts:

Economic Impact on Communities: Assuming no economic recovery, this recommendation could result in a maximum potential reduction of 3,791 jobs (1,464 direct jobs and 2,327 indirect jobs) over the 1996-to-2001 period in the Louisville, Kentucky-Indiana MSA economic area, which is 0.7 percent of economic area employment.

Community Infrastructure Impact: There is no known community infrastructure impact at any receiving installation.

Environmental Impact: The closure of NSWC Louisville will have a generally positive impact on the environment because a major industrial operation will be closing in an area that is in moderate non-attainment for ozone. To the extent the relocations from this recommendation trigger the requirement for a conformity determination to assess the impact on the air quality of the areas in which each of the receiving sites are located, such determinations will be prepared. One of the most significant environmental benefits resulting from this recommendation is the transfer of workload from NSWC Louisville to the Watervliet Arsenal, New York, to accomplish plating operations which the Norfolk Naval Shipyard currently cannot perform. This transfer reduces the DoD-wide facilities required to perform the programmed plating work. There are no impacts on threatened/endangered species, sensitive habitats and wetlands, or cultural resources occasioned by this recommendation.

Naval Surface Warfare Center, Dahlgren Division Detachment, White Oak, Maryland

Recommendation: Close the Naval Surface Warfare Center, Dahlgren Division Detachment, White Oak, Maryland. Relocate the functions, personnel and equipment associated with Ship Magnetic Signature Control R&D Complex to the Naval Surface Warfare Center, Carderock, Maryland, and the functions and personnel associated with reentry body dynamics research and development to the Naval Surface Warfare Center, Dahlgren, Virginia.

Justification: There is an overall reduction in operational forces and a sharp decline of the DON budget through FY 2001. Specific reductions for technical centers are difficult to determine, because these activities are supported through customer orders. However, the level of forces and the budget are reliable indicators of sharp declines in technical center workload through FY 2001, which leads to a recognition of excess capacity in these activities. This excess and the imbalance in force and resource levels dictate closure/realignment or consolidation of activities wherever practicable. Closure of the Naval Surface Warfare Center, Dahlgren Division Detachment, White Oak, Maryland, reduces this excess capacity, and its consolidation with two other major technical centers that already have capability will result in further economies and efficiencies. This closure also eliminates unnecessary capabilities, since a few Navy facilities were left at NSWC White Oak only because Naval Sea Systems Command was relocating there as a result of BRAC 93. However, those facilities can be excessed, and the Naval Sea Systems Command can be easily accommodated at the Washington Navy Yard.

Return on Investment: The total estimated one-time cost to implement this recommendation is \$2.9 million. The net of all costs and savings during the implementation period is a savings of \$28.7 million. Annual recurring savings after implementation are \$6 million with an immediate return on investment expected. The net present value of the costs and savings over 20 years is a savings of \$85.9 million.

Impacts:

Economic Impact on Communities: Assuming no economic recovery, this recommendation could result in a maximum potential reduction of 646 jobs (202 direct jobs and 444 indirect jobs) over the 1996-to-2001 period in the Washington, DC-Maryland-Virginia-West Virginia PMSA economic area, which is less than 0.1 percent of economic area employment. The cumulative economic impact of all BRAC 95 recommendations and all prior-round BRAC actions in the economic area over the 1994-to-2001 period could result in a maximum potential decrease equal to 0.6 percent of employment in the economic area.

Community Infrastructure Impact: There is no known community infrastructure impact at any receiving installation.

Environmental Impact: The closure of NSWC White Oak Detachment will have a generally positive impact on the environment. A portion of the personnel being relocated will transfer to NSWC Dahlgren, which is in an area that is in attainment for carbon monoxide. As regards personnel movements to NSWC Carderock, a conformity determination may be required to assess any air quality impacts. In each case, however, the personnel relocating, when compared to expected force structure reductions by FY 2001, represent a net decrease in base personnel. There is adequate capacity in the utility infrastructure at the receiving sites to handle additional personnel loading. Likewise, there is sufficient space for rehabilitation or acreage of unrestricted land for expansion for new facilities. There is no adverse impact to threatened/endangered species, sensitive habitats and wetlands, or cultural/historical resources occasioned by this recommendation.

Naval Air Station, South Weymouth, Massachusetts

Recommendation: Close Naval Air Station, South Weymouth, Massachusetts. Relocate its aircraft and necessary personnel, equipment and support to Naval Air Station, Brunswick, Maine. Relocate the Marine Corps Reserve support squadrons to another facility in the local area or to NAS Brunswick. Reestablish Naval Reserve Center, Quincy, Massachusetts, and change the receiving site specified by the 1993 Commission (1993 Commission Report, at page 1-64) for consolidation of Navy and Marine Corps Reserve Center, Lawrence, Massachusetts; Naval Reserve Center, Chicopee, Massachusetts; and Naval Reserve Center, Quincy, Massachusetts, from "NAS South Weymouth, Massachusetts" to "Naval Reserve Center, Quincy, Massachusetts."

Justification: As a result of the Base Closure and Realignment Commission's actions in BRAC 93, the Department of the Navy retained several naval air stations north of the major fleet concentration in Norfolk. Despite the large reduction in operational infrastructure accomplished during BRAC 93, the current Force Structure Plan shows a continuing decline in force levels from that governing BRAC 93, and thus there is additional excess capacity that must be eliminated. The major thrust of the evaluation of operational bases was to retain only that infrastructure necessary to support future force levels while, at the same time, not impeding operational flexibility for the deployment of that force. In that latter context, the Commander-in-Chief, U.S. Atlantic Fleet (CINCLANTFLT), expressed an operational desire to have as fully-capable an air station as possible north of Norfolk with the closest geographic proximity to support operational deployments. Satisfaction of these needs both to further reduce excess capacity and to honor CINCLANTFLT's operational imperative can be accomplished best by the retention of the most fully capable air station in this geographic area, Naval Air Station, Brunswick, Maine, in lieu of the reserve air station at South

Weymouth. Unlike BRAC 93, where assets from Naval Air Station, South Weymouth were proposed to be relocated to three receiving sites, two of which were geographically quite remote, and where the perceived adverse impact on reserve demographics was considered unacceptable by the Commission, this BRAC 95 recommendation moves all of the assets and supporting personnel and equipment less than 150 miles away, thus providing most acceptable reserve demographics. Further, the consolidation of several reserve centers at the Naval Reserve Center, Quincy, Massachusetts, provides demographics consideration for surface reserve assets. In addition, this recommendation furthers the Departmental preference to collocate active and reserve assets and personnel wherever possible to enhance the readiness of both.

Return on Investment: The total estimated one-time cost to implement this recommendation is \$17.3 million. The net of all costs and savings during the implementation period is a savings of \$50.8 million. Annual recurring savings after implementation are \$27.4 million with a return on investment expected in one year. The net present value of the costs and savings over 20 years is a savings of \$315.2 million.

Impacts:

Economic Impact on Communities: Assuming no economic recovery, this recommendation could result in a maximum potential reduction of 1,443 jobs (936 direct jobs and 507 indirect jobs) over the 1996-to-2001 period in the Essex-Middlesex-Suffolk-Plymouth-Norfolk Counties, Massachusetts economic area, which is 0.1 percent of economic area employment. The cumulative economic impact of all BRAC 95 recommendations and all prior-round BRAC actions in the economic area over the 1994-to-2001 period could result in a maximum potential decrease equal to 0.1 percent of employment in the economic area.

Community Infrastructure Impact: There is no known community infrastructure impact at any receiving installation.

Environmental Impact: The closure of NAS South Weymouth will have a positive effect on local air quality in that a source of VOC and NOX emissions will be removed from an area that is in severe non-attainment for ozone. NAS Brunswick is in an area that is in attainment for carbon monoxide and PM-10 but is in moderate non-attainment for ozone, which may require a conformity determination to evaluate air quality impacts. However, it is expected that the additional functions, personnel, and equipment from this closure recommendation will have no significant impact on air quality and airfield operations at NAS Brunswick. Water supply and wastewater treatment services are provided to NAS Brunswick from off-base and are not limited by capacity. Also, there is no adverse impact on threatened/endangered species, sensitive habitats and wetlands, or cultural/historical resources occasioned by this recommendation.

Naval Air Station, Meridian, Mississippi

Recommendation: Close Naval Air Station, Meridian, Mississippi, except retain the Regional Counterdrug Training Academy facilities which are transferred to the Academy. Relocate the undergraduate strike pilot training function and associated personnel, equipment and support to Naval Air Station, Kingsville, Texas. Its major tenant, the Naval Technical Training Center, will close, and its training functions will be relocated to other training activities, primarily the Navy Supply Corps School, Athens, Georgia, and Naval Education and Training Center, Newport, Rhode Island.

Justification: The 1993 Commission recommended that Naval Air Station, Meridian remain open because it found that the then-current and future pilot training rate (PTR) required that there be two full-strike training bases, Naval Air Station, Kingsville, Texas, and Naval Air Station, Meridian. In the period between 1993 and the present, two factors emerged that required the Department of the Navy again to review the requirement for two such installations. First, the current Force Structure Plan shows a continuing decline in the PTR (particularly in the decline from 11 to 10 carrier air wings) so that Navy strike training could be handled by a single full-strike training base. Second, the consolidation of strike training that follows the closure of NAS Meridian is in the spirit of the policy of the Secretary of Defense that functional pilot training be consolidated. The training conducted at Naval Air Station, Meridian is similar to that conducted at Naval Air Station, Kingsville, which has a higher military value, presently houses T-45 assets (the Department of the Navy's new primary strike training aircraft) and its supporting infrastructure, and has ready access to larger amounts of air space, including over-water air space if such is required. Also, the Undergraduate Pilot Training Joint Cross-Service Group included the closure of Naval Air Station, Meridian in each of its closure/realignment alternatives. The separate recommendation for the consolidation of the Naval Technical Training Center functions at two other major training activities provides improved and more efficient management of these training functions and aligns certain enlisted personnel training to sites where similar training is being provided to officers.

Return on Investment: The return on investment data below applies to the closure of NAS Meridian, the closure of NTTC Meridian, the realignment of NAS Corpus Christi to an NAF, and the NAS Alameda redirect. The total estimated one-time cost to implement these recommendations is \$83.4 million. The net of all costs and savings during the implementation period is a savings of \$158.8 million. Annual recurring savings after implementation are \$33.4 million with an immediate return on investment expected. The net present value of the costs and savings over 20 years is a savings of \$471.2 million.

Impacts:

Economic Impact on Communities: The economic data below applies to the closure of NAS Meridian and the closure of NTTC Meridian. Assuming no economic recovery, this recommendation could result in a maximum potential reduction of 3,324 jobs (2,581 direct jobs and 743 indirect jobs) over the 1996-to-2001 period in the Lauderdale County, Mississippi economic area, which is 8.0 percent of economic area employment.

Community Infrastructure Impact: There is no known community infrastructure impact at any receiving installation.

Environmental Impact: The closure of NAS Meridian will have a generally positive effect on the environment. Undergraduate Pilot Training will be relocated to NAS Kingsville, which is in an air quality control district that is in attainment for carbon monoxide, ozone, and PM-10. Cleanup of the six IR sites at NAS Meridian will continue. No impact was identified for threatened/endangered species, sensitive habitats and wetlands, cultural/historical resources, land/air space use, pollution control, and hazardous material waste requirements. Adequate capacity exists for all utilities at the gaining base, and there is sufficient space for rehabilitation or unrestricted acres available for expansion.

**Naval Air Warfare Center, Aircraft Division,
Lakehurst, New Jersey**

Recommendation: Close Naval Air Warfare Center, Aircraft Division, Lakehurst, New Jersey, except transfer in place certain facilities and equipment to the Naval Air Warfare Center, Aircraft Division, Patuxent River, Maryland. Relocate other functions and associated personnel and equipment to the Naval Air Warfare Center, Aircraft Division, Patuxent River, Maryland, and the Naval Aviation Depot, Jacksonville, Florida. Relocate the Naval Air Technical Training Center Detachment, Lakehurst, to Naval Air Station, Pensacola, Florida. Relocate Naval Mobile Construction Battalion 21, the U.S. Army CECOM Airborne Engineering Evaluation Support Activity, and the Defense Reutilization and Marketing Office to other government-owned spaces.

Justification: There is an overall reduction in operational forces and a sharp decline of the DON budget through FY 2001. Specific reductions for technical centers are difficult to determine, because these activities are supported through customer orders. However, the level of forces and the budget are reliable indicators of sharp declines in technical center workload through FY 2001, which leads to a recognition of excess capacity in these activities. This excess and the imbalance in force and resource levels dictate closure/realignment or consolidation of activities wherever practicable. The closure and realignment of this activity permits the elimination of the command and support structure of

this activity and the consolidation of its most critical functions at a major technical center, allowing synergism with its parent command and more fully utilizing available capabilities at major depot activities. This recommendation retains at Lakehurst only those facilities and personnel essential to conducting catapult and arresting gear testing and fleet support.

Return on Investment: The total estimated one-time cost to implement this recommendation is \$96.9 million. The net of all costs and savings during the implementation period is a cost of \$5 million. Annual recurring savings after implementation are \$37.2 million with a return on investment expected in three years. The net present value of the costs and savings over 20 years is a savings of \$358.7 million.

Impacts:

Economic Impact on Communities: Assuming no economic recovery, this recommendation could result in a maximum potential reduction of 4,126 jobs (1,763 direct jobs and 2,363 indirect jobs) over the 1996-to-2001 period in the Monmouth-Ocean, New Jersey PMSA economic area, which is 1.0 percent of economic area employment. The cumulative economic impact of all BRAC 95 recommendations and all prior-round BRAC actions in the economic area over the 1994-to-2001 period could result in a maximum potential increase equal to 1.1 percent of employment in the economic area.

Community Infrastructure Impact: There is no known community infrastructure impact at any receiving installation.

Environmental Impact: The closure of NAWC Lakehurst will have a generally positive impact on the environment because of the relocation of appropriate functions and personnel out of an area that is in severe non-attainment for ozone. NAWC Patuxent River is currently in an attainment area for carbon monoxide, and the additional functions and personnel are not expected to significantly affect this status. While NAS Jacksonville is in an attainment area for carbon monoxide, it is in a transitional area for ozone. The relocation of functions and personnel to NAS Jacksonville are not expected to significantly affect this status. Each of the gaining sites has sufficient capacity in its respective utility infrastructure to handle the additional personnel. There is no adverse impact on threatened/endangered species, sensitive habitats and wetlands, or cultural/historical resources occasioned by this recommendation.

Naval Air Warfare Center, Aircraft Division, Warminster, Pennsylvania

Recommendation: Close the Naval Air Warfare Center, Aircraft Division, Warminster, Pennsylvania. Relocate appropriate functions, personnel, equipment, and support to other technical activities, primarily the Naval Air Warfare Center, Aircraft Division, Patuxent River, Maryland.

Justification: There is an overall reduction in operational forces and a sharp decline of the DON budget through FY 2001. Specific reductions for technical centers are difficult to determine, because these activities are supported through customer orders. However, the level of forces and the budget are reliable indicators of sharp declines in technical center workload through FY 2001, which leads to a recognition of excess capacity in these activities. This excess and the imbalance in force and resource levels dictate closure/realignment or consolidation of activities wherever practicable. The closure of this activity reduces excess capacity with the resultant efficiencies and economies in the consolidation of the relocated functions with its parent command at the new receiving site. Additionally, it completes the process of realignment initiated in BRAC 91, based on a clearer understanding of what is now required to be retained in-house. Closure and excessing of the Human Centrifuge/Dynamic Flight Simulator Facility further reduces excess capacity and provides the opportunity for the transfer of this facility to the public educational or commercial sectors, thus maintaining access on an as-needed basis.

Return on Investment: The return on investment data below applies to the closure of NAWC Warminster and the closure of Naval Command, Control and Ocean Surveillance Center (NCCOSC), RDT&E Division Detachment, Warminster. The total estimated one-time cost to implement this recommendation is \$8.4 million. The net of all costs and savings during the implementation period is a savings of \$33.1 million. Annual recurring savings after implementation are \$7.6 million with an immediate return on investment expected. The net present value of the costs and savings over 20 years is a savings of \$104.6 million.

Impacts:

Economic Impact on Communities: The economic data below applies to the closure of NAWC Warminster and the closure of NCCOSC Det Warminster. Assuming no economic recovery, this recommendation could result in a maximum potential reduction of 1,080 jobs (348 direct jobs and 732 indirect jobs) over the 1996-to-2001 period in the Philadelphia, Pennsylvania-New Jersey PMSA economic area, which is less than 0.1 percent of economic area employment. The cumulative economic impact of all BRAC 95 recommendations and all prior-round BRAC actions in the economic area over the 1994-to-2001 period could result in a maximum potential decrease equal to 1.2 percent of employment in the economic area.

Community Infrastructure Impact: There is no known community infrastructure impact at any receiving installation.

Environmental Impact: The closure of both NAWC Warminster and NCCOSC Det Warminster will have a positive effect on the environment because their appropriate functions and personnel will be relocated out of an area that is in severe non-attainment for ozone and from an activity that is included on the National Priorities List. The personnel being relocated to NAWC Patuxent River represent an increase in personnel of less than 1 percent, which is not considered of sufficient size to adversely impact the environment at that site. However, a conformity determination may be required to determine this impact. The utility infrastructure capacity at NAWC Patuxent River is sufficient to handle the additional loading. There is no adverse impact on threatened/endangered species, sensitive habitats and wetlands, or cultural/historical resources occasioned by this recommendation.

Naval Air Station, Key West, Florida

Recommendation: Realign Naval Air Station, Key West, Florida, to a Naval Air Facility and dispose of certain portions of Truman Annex and Trumbo Point (including piers, wharfs and buildings).

Justification: Despite the large reduction in operational infrastructure accomplished during the 1993 round of base closure and realignment, since DON force structure experiences a reduction of over 10 percent by the year 2001, there continues to be additional excess capacity that must be eliminated. In evaluating operational bases, the goal was to retain only that infrastructure necessary to support the future force structure without impeding operational flexibility for deployment of that force. In the case of NAS Key West, its key importance derives from its airspace and training ranges, particularly in view of other aviation consolidations. Full access to those can be accomplished by retaining a downsized Naval Air Facility rather than a large naval air station. This realignment disposes of the waterfront assets of this facility and retains both the airspace and the ranges under its control for continued use by the Fleet for operations and training.

Return on Investment: The total estimated one-time cost to implement this recommendation is \$0.4 million. The net of all costs and savings during the implementation period is a savings of \$8.2 million. Annual recurring savings after implementation are \$1.8 million with an immediate return on investment expected. The net present value of the costs and savings over 20 years is a savings of \$25.5 million.

Impacts:

Economic Impact on Communities: Assuming no economic recovery, this recommendation could result in a maximum potential reduction of 26 jobs (20 direct jobs and 6 indirect jobs) over the 1996-to-2001 period in the Monroe County, Florida economic area, which is 0.1 percent of economic area employment.

Community Infrastructure Impact: There is no community infrastructure impact since there are no receiving installations for this recommendation.

Environmental Impact: The realignment of NAS Key West to a Naval Air Facility has a minimal impact on the air quality of the local area, which is in attainment for carbon monoxide, ozone, and PM-10. Since no aviation assets are being moved into or out of this facility, the reduction in personnel and the resultant commuter carbon monoxide emissions will have a positive impact on the environment. Also, there is no adverse impact on threatened/endangered species, sensitive habitats and wetlands, or cultural/historical resources occasioned by this recommendation.

Naval Activities, Guam

Recommendation: Realign Naval Activities Guam. Relocate all ammunition vessels and associated personnel and support to Naval Magazine, Lualualei, Hawaii. Relocate all other combat logistics force ships and associated personnel and support to Naval Station, Pearl Harbor, Hawaii. Relocate Military Sealift Command personnel and Diego Garcia support functions to Naval Station, Pearl Harbor, Hawaii. Disestablish the Naval Pacific Meteorology and Oceanographic Center-WESTPAC, except for the Joint Typhoon Warning Center, which relocates to the Naval Pacific Meteorology and Oceanographic Center, Pearl Harbor, Hawaii. Disestablish the Afloat Training Group-WESTPAC. All other Department of Defense activities that are presently on Guam may remain either as a tenant of Naval Activities, Guam or other appropriate naval activity. Retain waterfront assets for support, mobilization, and contingencies and to support the afloat tender.

Justification: Despite the large reduction in operational infrastructure accomplished during the 1993 round of base closure and realignment, since DON force structure experiences a reduction of over 10 percent by the year 2001, there continues to be additional excess capacity that must be eliminated. In evaluating operational bases, the goal was to retain only that infrastructure necessary to support the future force structure without impeding operational flexibility for deployment of that force. Shifting deployment patterns in the Pacific Fleet reduce the need for a fully functional naval station. Operational and forward basing considerations require access to Guam. However, since no combatant ships are

homeported there, elimination of the naval station facilities which are not required to support mobilization and/or contingency operations allows removal of excess capacity while retaining this necessary access.

Return on Investment: The total estimated one-time cost to implement this recommendation is \$93.1 million. The net of all costs and savings during the implementation period is a savings of \$66.3 million. Annual recurring savings after implementation are \$42.5 million with a return on investment expected in one year. The net present value of the costs and savings over 20 years is a savings of \$474.3 million.

Impacts:

Economic Impact on Communities: Assuming no economic recovery, this recommendation could result in a maximum potential reduction of 3,359 jobs (2,421 direct jobs and 938 indirect jobs) over the 1996-to-2001 period in the Agana, Guam economic area, which is 5.0 percent of economic area employment. The cumulative economic impact of all BRAC 95 recommendations and all prior-round BRAC actions in the economic area over the 1994-to-2001 period could result in a maximum potential decrease equal to 10.6 percent of employment in the economic area. It should be recognized, however, that a major segment of these jobs is attributable to crews of the Military Sealift Command ships, whose presence on the island is sporadic in any given year.

Community Infrastructure Impact: There is no known community infrastructure impact at any receiving installation.

Environmental Impact: The closure of a portion of Naval Activities, Guam will have a generally positive effect on the environment because of the elimination of permitted stationary sources of air emissions associated with naval operations. In addition, the removal of military activity in areas occupied by threatened/endangered species and wetlands contributes positively to the environment. Sufficient unrestricted land is available for expansion at each of the receiving sites, and adequate capacity exists in their environmental facilities (such as water treatment and wastewater treatment plants) to handle the increases in personnel attendant to this closure.

Naval Air Station, Corpus Christi, Texas

Recommendation: Realign Naval Air Station, Corpus Christi, Texas, as a Naval Air Facility, and relocate the undergraduate pilot training function and associated personnel, equipment and support to Naval Air Station, Pensacola, Florida, and Naval Air Station, Whiting Field, Florida.

Justification: Reductions in force structure have led to decreases in pilot training rates. This reduction has allowed the Navy to consolidate maritime and primary fixed wing training in the Pensacola-Whiting complex while retaining the airfield and airspace at Corpus Christi to support the consolidation of strike training at the Kingsville-Corpus Christi complex. The Corpus Christi Naval Air Facility is also being retained to accept mine warfare helicopter assets in support of the Mine Warfare Center of Excellence at Naval Station, Ingleside, and to provide the opportunity for the movement of additional aviation assets to the NAF as operational considerations dictate. This NAF will continue to support its current group of DoD and Federal agency tenants and their aviation-intensive needs, as well as other regional Navy air operations as needed.

Return on Investment: The return on investment data below applies to the closure of NAS Meridian, the closure of NTTC Meridian, the realignment of NAS Corpus Christi to an NAF, and the NAS Alameda redirect. The total estimated one-time cost to implement these recommendations is \$83.4 million. The net of all costs and savings during the implementation period is a savings of \$158.8 million. Annual recurring savings after implementation are \$33.4 million with an immediate return on investment expected. The net present value of the costs and savings over 20 years is a savings of \$471.2 million.

Impacts:

Economic Impact on Communities: Assuming no economic recovery, this recommendation could result in a maximum potential reduction of 152 jobs (142 direct jobs and 10 indirect jobs) over the 1996-to-2001 period in the Corpus Christi, Texas MSA economic area, which is 0.1 percent of economic area employment. The cumulative economic impact of all BRAC 95 recommendations and all prior-round BRAC actions in the economic area over the 1994-to-2001 period could result in a maximum potential increase equal to 0.2 percent of employment in the economic area.

Community Infrastructure Impact: There is no known community infrastructure impact at any receiving installation.

Environmental Impact: The realignment of NAS Corpus Christi will have a generally positive effect on the environment. Undergraduate Pilot Training will be relocated to NAS Pensacola and NAS Whiting Field, which are in air quality control districts that are in attainment for carbon monoxide, ozone, and PM-10. A conformity determination for certain air quality areas may be required to assess the impact this realignment (in combination with the closure of NAS Meridian) will have on the air quality status of these areas. Each receiving base was reviewed for the realignment impact on threatened/endangered species, sensitive habitats and wetlands, cultural/historical resources, land/air space use, pollution control, and hazardous material waste requirements, and no such impact was found.

Adequate capacity exists for all utilities at each gaining base. The gaining sites have sufficient space for rehabilitation or unrestricted acres available for expansion.

Naval Undersea Warfare Center, Keyport, Washington

Recommendation: Realign Naval Undersea Warfare Center, Keyport, Washington, by moving its ships' combat systems console refurbishment depot maintenance and general industrial workload to Naval Shipyard, Puget Sound, Bremerton, Washington.

Justification: There is an overall reduction in operational forces and a sharp decline of the DON budget through FY 2001. Specific reductions for technical centers are difficult to determine, because these activities are supported through customer orders. However, the level of forces and the budget are reliable indicators of sharp declines in technical center workload through FY 2001, which leads to a recognition of excess capacity in these activities. This excess and the imbalance in force and resource levels dictate closure/realignment or consolidation of activities wherever practicable. Consistent with the Department of the Navy's efforts to remove depot level maintenance workload from technical centers and return it to depot industrial activities, this action consolidates ship combat systems workload at NSYD Puget Sound, but retains electronic test and repair equipments at NUWC Keyport, as well as torpedo depot maintenance, thereby removing the need to replicate facilities. The workload redistribution also furthers the Pacific Northwest Regional Maintenance Center initiatives, more fully utilizes the capacity at the shipyard, and will achieve greater productivity efficiencies within the shipyard.

Return on Investment: The total estimated one-time cost to implement this recommendation is \$2.1 million. The net of all costs and savings during the implementation period is a savings of \$9.8 million. Annual recurring savings after implementation are \$2.1 million with a return on investment expected in one year. The net present value of the costs and savings over 20 years is a savings of \$29.7 million.

Impacts:

Economic Impact on Communities: Assuming no economic recovery, this recommendation could result in a maximum potential reduction of 58 jobs (28 direct jobs and 30 indirect jobs) over the 1996-to-2001 period in the Bremerton, Washington PMSA economic area, which is 0.1 percent of economic area employment. The cumulative economic impact of all BRAC 95 recommendations and all prior-round BRAC actions in the economic area over the 1994-to-2001 period could result in a maximum potential increase equal to 7.3 percent of employment in the economic area.

Community Infrastructure Impact: There is no known community infrastructure impact at any receiving installation.

Environmental Impact: This recommendation involves the transfer of functions and associated personnel between NUWC Keyport and the Puget Sound Naval Shipyard, both of which are in the same air quality region. The reduction of personnel resulting from this transfer will have a generally positive impact on the environment. There are no impacts on threatened/endangered species, sensitive habitats and wetlands, or cultural/historical resources occasioned by this recommendation.

Naval Command, Control and Ocean Surveillance Center, In-Service Engineering West Coast Division, San Diego, California

Recommendation: Disestablish the In-Service Engineering West Coast Division (NISE West), San Diego, California, of the Naval Command, Control and Ocean Surveillance Center (NCCOSC), including the Taylor Street Special Use Area, and consolidate necessary functions and personnel with the Naval Command, Control and Ocean Surveillance Center, RDT&E Division, either in the NCCOSC RDT&E Division spaces at Point Loma, California, or in current NISE West spaces in San Diego, California.

Justification: There is an overall reduction in operational forces and a sharp decline of the DON budget through FY 2001. Specific reductions for technical centers are difficult to determine, because these activities are supported through customer orders. However, the level of forces and the budget are reliable indicators of sharp declines in technical center workload through FY 2001, which leads to a recognition of excess capacity in these activities. This excess and the imbalance in force and resource levels dictate closure/realignment or consolidation of activities wherever practicable. This action permits the elimination of the command and support structure of the closing activity resulting in improved efficiency, reduced costs, and reduced excess capacity.

Return on Investment: The total estimated one-time cost to implement this recommendation is \$1.8 million. The net of all costs and savings during the implementation period is a savings of \$19.3 million. Annual recurring savings after implementation are \$4.3 million with an immediate return on investment expected. The net present value of the costs and savings over 20 years is a savings of \$60 million.

Impacts:

Economic Impact on Communities: Assuming no economic recovery, this recommendation could result in a maximum potential reduction of 168 jobs (58 direct jobs and 110 indirect jobs) over the 1996-to-2001 period in the San Diego, California MSA

economic area, which is less than 0.1 percent of economic area employment. The cumulative economic impact of all BRAC 95 recommendations and all prior-round BRAC actions in the economic area over the 1994-to-2001 period could result in a maximum potential increase equal to 1.2 percent of employment in the economic area.

Community Infrastructure Impact: There is no known community infrastructure impact at any receiving installation.

Environmental Impact: The closure of NISE West San Diego will have no appreciable impact on the environment since all relocation of personnel will be within the local area and within the same air quality district. The gaining sites have sufficient space for rehabilitation and adequate capacity in the utility infrastructure to handle this additional load. There is no impact on threatened/endangered species, sensitive habitats and wetlands, or cultural/historical resources occasioned by this recommendation.

Naval Health Research Center, San Diego, California

Recommendation: Disestablish the Naval Health Research Center (NHRC), San Diego, California, and relocate necessary functions, personnel and equipment to the Bureau of Naval Personnel (BUPERS) at Memphis, Tennessee.

Justification: There is an overall reduction in operational forces and a sharp decline of the DON budget through FY 2001. Specific reductions for technical centers are difficult to determine, because these activities are supported through customer orders. However, the level of forces and the budget are reliable indicators of sharp declines in technical center workload through FY 2001, which leads to a recognition of excess capacity in these activities. This excess and the imbalance in force and resource levels dictate closure/realignment or consolidation of activities wherever practicable. This activity performs research and modelling and maintains databases in a number of personnel health and performance areas, and its consolidation with the Bureau of Naval Personnel not only reduces excess capacity but also aligns this activity with the DON's principal organization responsible for military personnel and the primary user of its products. The resulting synergy enhances the discharge of this responsibility while achieving necessary economies.

Return on Investment: The total estimated one-time cost to implement this recommendation is \$6.2 million. The net of all costs and savings during the implementation period is a cost of \$2 million. Annual recurring savings after implementation are \$1.4 million with a return on investment expected in four years. The net present value of the costs and savings over 20 years is a savings of \$11.4 million.

Impacts:

Economic Impact on Communities: Assuming no economic recovery, this recommendation could result in a maximum potential reduction of 423 jobs (154 direct jobs and 269 indirect jobs) over the 1996-to-2001 period in the San Diego, California MSA economic area, which is less than 0.1 percent of economic area employment. The cumulative economic impact of all BRAC 95 recommendations and all prior-round BRAC actions in the economic area over the 1994-to-2001 period could result in a maximum potential increase equal to 1.2 percent of employment in the economic area.

Community Infrastructure Impact: There is no known community infrastructure impact at any receiving installation.

Environmental Impact: The disestablishment of NHRC San Diego will have a positive impact on the environment in that this activity will be leaving an area that is in moderate non-attainment for carbon monoxide. The additional personnel being relocated to BUPERS Memphis represent a net decrease in personnel by FY 2001, and, accordingly, will not impact the environment at the receiving site, although a conformity determination may be required to assess this impact. There is adequate capacity in the utility infrastructure at the receiving site to handle these relocating personnel. There is no adverse impact on threatened/endangered species, sensitive habitats and wetlands, or cultural/historical resources occasioned by this recommendation.

**Naval Personnel Research and Development Center,
San Diego, California**

Recommendation: Disestablish Naval Personnel Research and Development Center, San Diego, California, and relocate its functions, and appropriate personnel, equipment, and support to the Bureau of Naval Personnel, Memphis, Tennessee, and Naval Air Warfare Center, Training Systems Division, Orlando, Florida.

Justification: There is an overall reduction in operational forces and a sharp decline of the DON budget through FY 2001. Specific reductions for technical centers are difficult to determine, because these activities are supported through customer orders. However, the level of forces and the budget are reliable indicators of sharp declines in technical center workload through FY 2001, which leads to a recognition of excess capacity in these activities. This excess and the imbalance in force and resource levels dictate closure/realignment or consolidation of activities wherever practicable. Disestablishment of this technical center not only eliminates excess capacity but also collocates its functions with the primary user of its products. This recommendation permits the consolidation of appropriate functions at the new headquarters concentration for the Bureau of Naval

Personnel in Memphis, Tennessee, and at the technical concentration for training systems and devices in Orlando, producing economies and efficiencies in the management of these functions.

Return on Investment: The total estimated one-time cost to implement this recommendation is \$7.9 million. The net of all costs and savings during the implementation period is a cost of \$4.3 million. Annual recurring savings after implementation are \$1.9 million with a return on investment expected in four years. The net present value of the costs and savings over 20 years is a savings of \$14.9 million.

Impacts:

Economic Impact on Communities: Assuming no economic recovery, this recommendation could result in a maximum potential reduction of 611 jobs (219 direct jobs and 392 indirect jobs) over the 1996-to-2001 period in the San Diego, California MSA economic area, which is less than 0.1 percent of economic area employment. The cumulative economic impact of all BRAC 95 recommendations and all prior-round BRAC actions in the economic area over the 1994-to-2001 period could result in a maximum potential increase equal to 1.2 percent of employment in the economic area.

Community Infrastructure Impact: There is no known community infrastructure impact at any receiving installation.

Environmental Impact: Disestablishing NPRDC San Diego will have a generally positive effect on the environment because it will be relocating personnel out of an area currently in severe non-attainment for ozone. These personnel represent less than a 2 percent increase in the personnel at BUPERS Memphis, an area in moderate non-attainment for carbon monoxide, and thus will have a minimal impact on that region, although a conformity determination may be required to assess the impact on air quality from this action. Those personnel that are relocating to NAWCTSD Orlando, an area that is in attainment for carbon monoxide, represent less than a four percent increase in personnel and will not adversely affect that area. There will be no adverse impact on threatened/endangered species, sensitive habitats and wetlands, or cultural/historical resources occasioned by this recommendation.

**Supervisor of Shipbuilding, Conversion and Repair, USN,
Long Beach, California**

Recommendation: Disestablish the Supervisor of Shipbuilding, Conversion and Repair, USN, Long Beach, California. Relocate certain functions, personnel and equipment to Supervisor of Shipbuilding, Conversion and Repair, USN, San Diego, California.

Justification: Because of reductions in the FY 2001 Force Structure Plan and resource levels, naval requirements for private sector shipbuilding, conversion, modernization and repair are expected to decrease significantly. The combined capacity of the current thirteen SUPSHIP activities meaningfully exceeds the DON requirement over that Force Structure Plan. Additionally, with the closure of the Long Beach Naval Shipyard, the future requirement for this work in this region is anticipated to be quite nominal. The predicted workload can be efficiently absorbed by SUPSHIP San Diego.

Return on Investment: The total estimated one-time cost to implement this action is \$0.3 million. The net of all costs and savings during the implementation period is a savings of \$0.8 million. Annual recurring savings after implementation are \$0.3 million with a return on investment expected in one year. The net present value of the costs and savings over 20 years is a savings of \$3.3 million.

Impacts:

Economic Impact on Communities: Assuming no economic recovery, this recommendation could result in a maximum potential reduction of 30 jobs (19 direct jobs and 11 indirect jobs) over the 1996-to-2001 period in the Los Angeles-Long Beach, California PMSA economic area, which is less than 0.1 percent of economic area employment. The cumulative economic impact of all BRAC 95 recommendations and all prior-round BRAC actions in the economic area over the 1994-to-2001 period could result in a maximum potential decrease equal to 0.4 percent of employment in the economic area.

Community Infrastructure Impact: There is no known community infrastructure impact at any receiving installation.

Environmental Impact: SUPSHIP Long Beach is a tenant activity and as such does not control or manage real property. Its complete closure will have no appreciable environmental impacts, including impacts on threatened/endangered species, sensitive habitats and wetlands, or cultural/historical resources. Despite the classification of San Diego, California, as a non-attainment area for ozone, the transfer of a small number of personnel from SUPSHIP Long Beach to San Diego will not adversely impact the air quality of that area.

**Naval Undersea Warfare Center, Newport Division, New London
Detachment, New London, Connecticut**

Recommendation: Disestablish the Naval Undersea Warfare Center, Newport Division, New London Detachment, New London, Connecticut, and relocate necessary functions with associated personnel, equipment, and support to Naval Undersea Warfare Center, Newport

Division, Newport, Rhode Island. Close the NUWC New London facility, except retain Pier 7 which is transferred to the Navy Submarine Base New London. The site presently occupied by the U.S. Coast Guard Station, New London, will be transferred to the U.S. Coast Guard. The Navy Submarine Base, New London, Magnetic Silencing Facility will remain in its present location as a tenant of the U.S. Coast Guard. Naval reserve units will relocate to other naval activities, primarily NUWC Newport, Rhode Island, and Navy Submarine Base, New London, Connecticut.

Justification: There is an overall reduction in operational forces and a sharp decline of the DON budget through FY 2001. Specific reductions for technical centers are difficult to determine, because these activities are supported through customer orders. However, the level of forces and the budget are reliable indicators of sharp declines in technical center workload through FY 2001, which leads to a recognition of excess capacity in these activities. This excess and the imbalance in force and resource levels dictate closure/realignment or consolidation of activities wherever practicable. The closure of this activity completes the undersea warfare center consolidation begun in BRAC 91. It not only reduces excess capacity, but, by consolidating certain functions at NUWC Newport Rhode Island, achieves efficiencies and economies in management, thus reducing costs.

Return on Investment: The total estimated one-time cost to implement this recommendation is \$23.4 million. The net of all costs and savings during the implementation period is a savings of \$14.3 million. Annual recurring savings after implementation are \$8.1 million with a return on investment expected in three years. The net present value of the costs and savings over 20 years is a savings of \$91.2 million.

Impacts:

Economic Impact on Communities: Assuming no economic recovery, this recommendation could result in a maximum potential reduction of 1,365 jobs (627 direct jobs and 738 indirect jobs) over the 1996-to-2001 period in the New London-Norwich, Connecticut NECMA economic area, which is 1.0 percent of economic area employment. The cumulative economic impact of all BRAC 95 recommendations and all prior-round BRAC actions in the economic area over the 1994-to-2001 period could result in a maximum potential decrease equal to 3.2 percent of employment in the economic area.

Community Infrastructure Impact: There is no known community infrastructure impact at any receiving installation.

Environmental Impact: The closure of NUWC New London will have a generally beneficial impact on the environment. New London is in a non-attainment area for ozone, and, accordingly, the closure of this site will have a positive effect on the environment. The

movement of personnel to Newport will not impact that area's status of being in attainment for carbon monoxide and PM-10. Adequate capacity exists in NUWC's utility infrastructure to handle these relocating personnel without impact. There is no adverse impact on threatened/endangered species, sensitive habitats and wetlands, or cultural/historical resources at either the losing or gaining sites occasioned by this recommendation.

Naval Research Laboratory, Underwater Sound Reference Detachment, Orlando, Florida

Recommendation: Disestablish the Naval Research Laboratory, Underwater Sound Reference Detachment (NRL UWSRD), Orlando, Florida. Relocate the calibration and standards function with associated personnel, equipment, and support to the Naval Undersea Warfare Center, Newport Division, Newport, Rhode Island, except for the Anechoic Tank Facility I, which will be excessed.

Justification: There is an overall reduction in operational forces and a sharp decline of the DON budget through FY 2001. Specific reductions for technical centers are difficult to determine, because these activities are supported through customer orders. However, the level of forces and of the budget are reliable indicators of sharp declines in technical center workload through FY 2001, which leads to a recognition of excess capacity in these activities. This excess and the imbalance in force and resource levels dictate closure/realignment or consolidation of activities wherever practicable. The disestablishment of this laboratory reduces excess capacity by eliminating unnecessarily redundant capability, since requirements can be met by reliance on alternative lakes that exist in the DON inventory. By consolidating necessary functions at NUWC Newport, Rhode Island, this recommendation achieves efficiencies and economies.

Return on Investment: The total estimated one-time cost to implement this recommendation is \$8.4 million. The net of all costs and savings during the implementation period is a savings of \$3.7 million. Annual recurring savings after implementation are \$2.8 million with a return on investment expected in three years. The net present value of the costs and savings over 20 years is a savings of \$30.1 million.

Impacts:

Economic Impact on Communities: Assuming no economic recovery, this recommendation could result in a maximum potential reduction of 292 jobs (109 direct jobs and 183 indirect jobs) over the 1996-to-2001 period in the Orange-Osceola-Seminole Counties, Florida economic area, which is less than 0.1 percent of economic area

employment. The cumulative economic impact of all BRAC 95 recommendations and all prior-round BRAC actions in the economic area over the 1994-to-2001 period could result in a maximum potential decrease equal to 1.9 percent of employment in the economic area.

Community Infrastructure Impact: There is no known community infrastructure impact at any receiving installation.

Environmental Impact: The closure of NRL UWSRD Orlando generally will have a minor positive impact on the environment. Both Orlando and NUWC Newport are in areas of attainment for carbon monoxide, and the additional personnel relocating to Newport, when compared to force structure reductions by FY 2001, still represent a net decrease in personnel at the Newport site. The utility infrastructure at the receiving site is sufficient to handle the relocating personnel. There is no adverse impact to threatened/endangered species, sensitive habitats and wetlands, and cultural/historical resources occasioned by this recommendation.

Fleet and Industrial Supply Center, Guam

Recommendation: Disestablish the Fleet and Industrial Supply Center, Guam.

Justification: Fleet and Industrial Supply Centers (FISC) are follower activities whose existence depends upon active fleet units in their homeport area. Prior and current BRAC actions closing both Naval Air Station, Guam and a portion of Naval Activities, Guam have significantly reduced this activity's customer base. The remaining workload can efficiently be handled by other activities on Guam or by other FISCs.

Return on Investment: The total estimated one-time cost to implement this recommendation is \$18.4 million. The net of all costs and savings during the implementation period is a savings of \$143 million. Annual recurring savings after implementation are \$31.1 million with an immediate return on investment expected. The net present value of the costs and savings over 20 years is a savings of \$437.3 million.

Impacts:

Economic Impact on Communities: Assuming no economic recovery, this recommendation could result in a maximum potential reduction of 580 jobs (413 direct jobs and 167 indirect jobs) over the 1996-to-2001 period in the Agana, Guam economic area, which is 0.9 percent of economic area employment. The cumulative economic impact of all BRAC 95 recommendations and all prior-round BRAC actions in the economic area over the 1994-to-2001 period could result in a maximum potential decrease equal to 10.6 percent of

employment in the economic area. However, much of this impact involves the inclusion of MSC mariners in the job loss statement, which does not reflect the temporary nature of their presence on Guam.

Community Infrastructure Impact: There is no known community infrastructure impact at any receiving installation.

Environmental Impact: The Guam Air Pollution Control District is in attainment for carbon monoxide, ozone, and PM-10. Closure of this activity will remove POV sources of air emissions, thus enhancing the air quality of Guam. A significant factor further contributing to an overall positive impact on the environment in Guam is the shutdown of fueling facilities at Guam, specifically at Sasa Valley and Tenjo. Not only does this action eliminate the need for continuous monitoring of fuel tanks but it also removes the potential for a fuel spill in an area that has been designated as part of the Guam National Wildlife Refuge. The elimination of military actions in areas occupied by the indigenous endangered species, the Common Moorhen, and in and near wetlands also will contribute positively to the environment in Guam.

Naval Biodynamics Laboratory, New Orleans, Louisiana

Recommendation: Close the Naval Biodynamics Laboratory, New Orleans, Louisiana, and relocate necessary personnel to Wright-Patterson Air Force Base, Dayton, Ohio, and Naval Aeromedical Research Laboratory, Pensacola, Florida.

Justification: There is an overall reduction in operational forces and a sharp decline of the DON budget through FY 2001. Specific reductions for technical centers are difficult to determine, because these activities are supported through customer orders. However, the level of forces and the budget are reliable indicators of sharp declines in technical center workload through FY 2001, which leads to a recognition of excess capacity in these activities. This excess and the imbalance in force and resource levels dictate closure/realignment or consolidation of activities wherever practicable. Closure of this laboratory reduces this excess capacity and fosters joint synergism. It also provides the opportunity for the transfer of its equipment and facilities to the public educational or commercial sector, thus maintaining access to its capabilities on an as-needed basis.

Return on Investment: The total estimated one-time cost to implement this recommendation is \$.6 million. The net of all costs and savings during the implementation period is a savings of \$14.1 million. Annual recurring savings after implementation are \$2.9 million with an immediate return on investment expected. The net present value of the costs and savings over 20 years is a savings of \$41.8 million.

Impacts:

Economic Impact on Communities: Assuming no economic recovery, this recommendation could result in a maximum potential reduction of 126 jobs (54 direct jobs and 72 indirect jobs) over the 1996-to-2001 period in the New Orleans, Louisiana MSA economic area, which is less than 0.1 percent of economic area employment. The cumulative economic impact of all BRAC 95 recommendations and all prior-round BRAC actions in the economic area over the 1994-to-2001 period could result in a maximum potential decrease equal to less than 0.1 percent of employment in the economic area.

Community Infrastructure Impact: There is no known community infrastructure impact at any receiving installation.

Environmental Impact: The closure of the Biodynamics Lab, New Orleans, will not have an effect on the environment. This closure recommendation only relocates two personnel to Wright-Patterson AFB and one to Pensacola, but leaves all facilities and equipment in place. There is no adverse impact on threatened/endangered species, sensitive habitats and wetlands, and cultural/historical resources occasioned by this recommendation.

Naval Medical Research Institute, Bethesda, Maryland

Recommendation: Close the Naval Medical Research Institute (NMRI), Bethesda, Maryland. Consolidate the personnel of the Diving Medicine Program with the Experimental Diving Unit, Naval Surface Warfare Center, Dahlgren Division, Coastal Systems Station, Panama City, Florida. Relocate the Infectious Diseases, Combat Casualty Care and Operational Medicine programs along with necessary personnel and equipment to the Walter Reed Army Institute for Research at Forest Glen, Maryland.

Justification: There is an overall reduction in operational forces and a sharp decline of the DON budget through FY 2001. Specific reductions for technical centers are difficult to determine, because these activities are supported through customer orders. However, the level of forces and of the budget are reliable indicators of sharp declines in technical center workload through FY 2001, which leads to a recognition of excess capacity in these activities. This excess and the imbalance in force and resource levels dictate closure/realignment or consolidation of activities wherever practicable. This closure and realignment achieves a principal objective of the DoD by cross-servicing part of this laboratory's workload and furthers the BRAC 91 Tri-Service Project Reliance Study decision by collocating medical research with the Army. Other portions of that workload can be assumed by another Navy installation with only a transfer of certain personnel, achieving both a reduction in excess capacity and a cost savings by eliminating a redundant capability in the area of diving research.

Return on Investment: The total estimated one-time cost to implement this recommendation is \$3.4 million. The net of all costs and savings during the implementation period is a savings of \$19 million. Annual recurring savings after implementation are \$9.5 million with a return on investment expected in one year. The net present value of the costs and savings over 20 years is a savings of \$111 million.

Impacts:

Economic Impact on Communities: Assuming no economic recovery, this recommendation could result in a maximum potential reduction of 226 jobs (146 direct jobs and 80 indirect jobs) over the 1996-to-2001 period in the Washington, DC-Maryland-Virginia-West Virginia PMSA economic area, which is less than 0.1 percent of economic area employment. The cumulative economic impact of all BRAC 95 recommendations and all prior-round BRAC actions in the economic area over the 1994-to-2001 period could result in a maximum potential decrease equal to 0.6 percent of employment in the economic area.

Community Infrastructure Impact: There is no known community infrastructure impact at any receiving installation.

Environmental Impact: The closure of NMRI Bethesda will have a minimal impact on the environment. The relocation of personnel to Panama City, Florida, represents a net reduction in FY 2001 compared to current personnel loading. Therefore, these additional personnel will have no significant impact on the environment at that receiving site. The addition of personnel transferring to the Walter Reed Army Institute for Research represents less than a one percent increase in personnel, with insignificant impacts on the environment. There is no adverse impact on threatened/endangered species, sensitive habitats and wetlands, and cultural/historical resources occasioned by this recommendation.

**Naval Surface Warfare Center, Carderock Division Detachment,
Annapolis, Maryland**

Recommendation: Close the Naval Surface Warfare Center, Carderock Division Detachment, Annapolis, Maryland, including the NIKE Site, Bayhead Road, Annapolis, except transfer the fuel storage/refueling sites and the water treatment facilities to Naval Station, Annapolis to support the U.S. Naval Academy and Navy housing. Relocate appropriate functions, personnel, equipment and support to other technical activities, primarily Naval Surface Warfare Center, Carderock Division Detachment, Philadelphia, Pennsylvania; Naval Surface Weapons Center, Carderock Division, Carderock, Maryland; and the Naval Research Laboratory, Washington, D.C. The Joint Spectrum Center, a DoD cross-service tenant, will be relocated with other components of the Center in the local area as appropriate.

Justification: There is an overall reduction in operational forces and a sharp decline of the Department of the Navy budget through 2001. Specific reductions for technical centers are difficult to determine because these activities are supported through customer orders. However, the level of forces and the budget are reliable indicators of sharp declines in technical center workload through 2001, which leads to a recognition of excess capacity in these activities. This excess and the imbalance in force and resource levels dictate closure/realignment or consolidation of activities wherever practicable. The total closure of this technical center reduces overall excess capacity in this category of installations, as well as excess capacity specific to this particular installation. It results in synergistic efficiencies by eliminating a major site and collocating technical personnel at the two primary remaining sites involved in hull, machinery, and equipment associated with naval vessels. It allows the movement of work to other Navy, DoD, academic and private industry facilities, and the excessing of some facilities not in continuous use. It also collocates RDT&E efforts with the In-Service Engineering work and facilities, to incorporate lessons learned from fleet operations and to increase the technical response pool to solve immediate problems.

Return on Investment: The total estimated one-time cost to implement this recommendation is \$25 million. The net of all costs and savings during the implementation period is a savings of \$36.7 million. Annual recurring savings after implementation are \$14.5 million with a return on investment expected in one year. The net present value of the costs and savings over 20 years is a savings of \$175.1 million.

Impacts:

Economic Impact on Communities: Assuming no economic recovery, this recommendation could result in a maximum potential reduction of 1,512 jobs (522 direct jobs and 990 indirect jobs) over the 1996-to-2001 period in the Baltimore, Maryland PMSA economic area, which is 0.1 percent of economic area employment. The cumulative economic impact of all BRAC 95 recommendations and all prior-round BRAC actions in the economic area over the 1994-to-2001 period could result in a maximum potential decrease equal to less than 0.1 percent of employment in the economic area.

Community Infrastructure Impact: There is no known community infrastructure impact at any receiving installation.

Environmental Impact: The closure of NSWC Annapolis does not involve the transfer of any industrial-type activities. NSWC Carderock and NRL are currently in moderate non-attainment for carbon monoxide and attainment for PM-10; however, the movement of personnel into those areas will not adversely impact the environment in those areas. NSWC Philadelphia is in a non-attainment area for carbon monoxide. In the case of each receiving site, a conformity determination may be required to assess the impact of this

action. At all receiving sites, the utility infrastructure is adequate to handle the additional personnel. Also, there is no adverse impact on threatened/endangered species, sensitive habitats and wetlands, cultural/historical resources as a result of this recommendation.

Naval Technical Training Center, Meridian, Mississippi

Recommendation: Close the Naval Technical Training Center, Meridian, Mississippi, and relocate the training functions to other training activities, primarily the Navy Supply Corps School, Athens, Georgia, and Naval Education and Training Center, Newport, Rhode Island.

Justification: Projected manpower reductions contained in the DoD Force Structure Plan require a substantial decrease in training-related infrastructure consistent with the policy of collocating training functions at fleet concentration centers when feasible. Consolidation of the Naval Technical Training Center functions at two other major training activities provides improved and more efficient management of these training functions and aligns certain enlisted personnel training to sites where similar training is being provided to officers.

Return on Investment: The return on investment data below applies to the closure of NAS Meridian, the closure of NTTC Meridian, the realignment of NAS Corpus Christi to an NAF, and the NAS Alameda redirect. The total estimated one-time cost to implement these recommendations is \$83.4 million. The net of all costs and savings during the implementation period is a savings of \$158.8 million. Annual recurring savings after implementation are \$33.4 million with an immediate return on investment expected. The net present value of the costs and savings over 20 years is a savings of \$471.2 million.

Impacts:

Economic Impact on Communities: The economic data below applies to the closure of NAS Meridian and the closure of NTTC Meridian. Assuming no economic recovery, this recommendation could result in a maximum potential reduction of 3,324 jobs (2,581 direct jobs and 743 indirect jobs) over the 1996-to-2001 period in the Lauderdale County, Mississippi economic area, which is 8.0 percent of economic area employment.

Community Infrastructure Impact: There is no known community infrastructure impact at any receiving installation.

Environmental Impact: The closure of NAS Meridian, the host of this activity, will have a generally positive effect on the environment. Undergraduate Pilot Training will be relocated to NAS Kingsville, which is in an air quality control district that is in attainment for Carbon monoxide, ozone, and PM-10. Cleanup of the six IR sites at NAS Meridian will continue. No impact was identified for threatened/endangered species, sensitive habitats and

wetlands, cultural/historical resources, land/air space use, pollution control, and hazardous material waste requirements. Adequate capacity exists for all utilities at the gaining base, and there is sufficient space for rehabilitation or unrestricted acres available for expansion.

Naval Aviation Engineering Service Unit, Philadelphia, Pennsylvania

Recommendation: Close the Naval Aviation Engineering Service Unit (NAESU), Philadelphia, Pennsylvania, and consolidate necessary functions, personnel, and equipment with the Naval Aviation Depot (NADEP), North Island, California.

Justification: There is an overall reduction in operational forces and a sharp decline of the DON budget through FY 2001. Specific reductions for technical centers are difficult to determine, because these activities are supported through customer orders. However, the level of forces and the budget are reliable indicators of sharp declines in technical center workload through FY 2001, which leads to a recognition of excess capacity in these activities. This excess and the imbalance in force and resource levels dictate closure/realignment or consolidation of activities wherever practicable. Closure of this facility eliminates excess capacity within the technical center subcategory by using available capacity at NADEP North Island. Additionally, it enables the consolidation of necessary functions with a depot activity performing similar work and results in a reduction of costs.

Return on Investment: The total estimated one-time cost to implement this recommendation is \$2.5 million. The net of all costs and savings during the implementation period is a savings of \$5.9 million. Annual recurring savings after implementation are \$2.5 million with a return on investment expected in one year. The net present value of the costs and savings over 20 years is a savings of \$29.5 million.

Impacts:

Economic Impact on Communities: Assuming no economic recovery, this recommendation could result in a maximum potential reduction of 145 jobs (90 direct jobs and 55 indirect jobs) over the 1996-to-2001 period in the Philadelphia, Pennsylvania-New Jersey PMSA economic area, which is less than 0.1 percent of economic area employment. The cumulative economic impact of all BRAC 95 recommendations and all prior-round BRAC actions in the economic area over the 1994-to-2001 period could result in a maximum potential decrease equal to 1.2 percent of employment in the economic area.

Community Infrastructure Impact: There is no known community infrastructure impact at any receiving installation.

Environmental Impact: The closure of NAESU Philadelphia will have a generally positive impact on the environment because it removes POV air emission sources from an area that is in non-attainment for carbon monoxide. The additional personnel relocating to NADEP North Island represent less than a one percent increase in current base personnel loading, which will not affect the environment. Further, the utility infrastructure capacity at the receiving site is sufficient to handle these additional personnel. There is no adverse impact on threatened/endangered species, sensitive habitats and wetlands, or cultural/historical resources occasioned by this recommendation.

Naval Air Technical Services Facility, Philadelphia, Pennsylvania

Recommendation: Close the Naval Air Technical Services Facility (NATSF), Philadelphia, Pennsylvania, and consolidate necessary functions, personnel, and equipment with the Naval Aviation Depot, North Island, California.

Justification: There is an overall reduction in operational forces and a sharp decline of the DON budget through FY 2001. Specific reductions for technical centers are difficult to determine, because these activities are supported through customer orders. However, the level of forces and the budget are reliable indicators of sharp declines in technical center workload through FY 2001, which leads to a recognition of excess capacity in these activities. This excess and the imbalance in force and resource levels dictate closure/realignment or consolidation of activities wherever practicable. Closure of this facility eliminates excess capacity within the technical center subcategory by using available capacity at NADEP North Island and achieves the synergy from having the drawings and manuals collocated with an in-service maintenance activity at a major fleet concentration. Additionally, it enables the elimination of the NATSF detachment already at North Island and results in a reduction of costs.

Return on Investment: The total estimated one-time cost to implement this recommendation is \$5.7 million. The net of all costs and savings during the implementation period is a savings of \$1.5 million. Annual recurring savings after implementation are \$2.2 million with a return on investment expected in three years. The net present value of the costs and savings over 20 years is a savings of \$22.7 million.

Impacts:

Economic Impact on Communities: Assuming no economic recovery, this recommendation could result in a maximum potential reduction of 715 jobs (227 direct jobs and 488 indirect jobs) over the 1996-to-2001 period in the Philadelphia, Pennsylvania-New Jersey PMSA economic area, which is less than 0.1 percent of economic area employment.

The cumulative economic impact of all BRAC 95 recommendations and all prior-round BRAC actions in the economic area over the 1994-to-2001 period could result in a maximum potential decrease equal to 1.2 percent of employment in the economic area.

Community Infrastructure Impact: There is no known community infrastructure impact at any receiving installation.

Environmental Impact: The closure of NATSF Philadelphia will have a generally positive effect on the environment because this activity will be vacating leased space in an area that is in non-attainment for carbon monoxide. The additional personnel being relocated represent less than a one percent increase in base personnel at North Island, and adequate capacity exists in the utility infrastructure to handle this additional personnel loading. There will be no adverse impact on threatened/endangered species, sensitive habitats and wetlands, or cultural/historical resources occasioned by this recommendation.

Naval Air Warfare Center, Aircraft Division, Open Water Test Facility, Oreland, Pennsylvania

Recommendation: Close the Naval Air Warfare Center, Aircraft Division, Open Water Test Facility, Oreland, Pennsylvania.

Justification: There is an overall reduction in operational forces and a sharp decline of the DON budget through FY 2001. Specific reductions for technical centers are difficult to determine, because these activities are supported through customer orders. However, the level of forces and the budget are reliable indicators of sharp declines in technical center workload through FY 2001, which leads to a recognition of excess capacity in these activities. This excess and the imbalance in force and resource levels dictate closure/realignment or consolidation of activities wherever practicable. Closure of this facility reduces excess capacity by eliminating unnecessarily redundant capability, since requirements can be met by reliance on other lakes that exist in the DON inventory.

Return on Investment: The total estimated one-time cost to implement this recommendation is \$50 thousand. The net of all costs and savings during the implementation period is a savings of \$33 thousand. Annual recurring savings after implementation are \$15 thousand with a return on investment expected in three years. The net present value of the costs and savings over 20 years is a savings of \$.2 million.

Impacts:

Economic Impact on Communities: This recommendation will not affect any jobs in the Philadelphia, Pennsylvania-New Jersey PMSA economic area.

Community Infrastructure Impact: There is no community infrastructure impact since there are no receiving installations for this recommendation.

Environmental Impact: The closure of the NAWC OWTF Oreland will have a beneficial effect on the environment since any impact of military activities on jurisdictional wetlands will be eliminated. Because this closure has no accompanying transfer of functions or personnel, there are no other environmental impacts associated with this closure. There will be no adverse impact on threatened/endangered species, sensitive habitats, or cultural/historical resources occasioned by this recommendation.

Naval Command, Control and Ocean Surveillance Center, RDT&E Division Detachment, Warminster, Pennsylvania

Recommendation: Close the Naval Command, Control and Ocean Surveillance Center, RDT&E Division Detachment, Warminster, Pennsylvania. Relocate appropriate functions, personnel, equipment, and support to other technical activities, primarily the Naval Command, Control and Ocean Surveillance Center, RDT&E Division, San Diego, California; and the Naval Oceanographic Office, Bay St. Louis, Mississippi.

Justification: There is an overall reduction in operational forces and a sharp decline of the DON budget through FY 2001. Specific reductions for technical centers are difficult to determine, because these activities are supported through customer orders. However, the level of forces and the budget are reliable indicators of sharp declines in technical center workload through FY 2001, which leads to a recognition of excess capacity in these activities. This excess and the imbalance in force and resource levels dictate closure/realignment or consolidation of activities wherever practicable. The closure of this activity reduces excess capacity with the resultant efficiencies and economies in the management of the relocated functions at the new receiving sites. Additionally, it completes the process of realignment initiated in BRAC 91, based on a clearer understanding of what is now required to be retained in-house. Closure and excessing of the Inertial Navigational Facility further reduces excess capacity and provides the opportunity for the transfer of these facilities to the public educational or commercial sectors, thus maintaining access on an as-needed basis.

Return on Investment: The return on investment data below applies to the closure of NAWC Warminster and the closure of NCCOSC Det Warminster. The total estimated one-time cost to implement this recommendation is \$8.4 million. The net of all costs and savings during the implementation period is a savings of \$33.1 million. Annual recurring savings after implementation are \$7.6 million with an immediate return on investment expected. The net present value of the costs and savings over 20 years is a savings of \$104.6 million.

Impacts:

Economic Impact on Communities: The economic data below applies to the closure of NAWC Warminster and the closure of NCCOSC Det Warminster. Assuming no economic recovery, this recommendation could result in a maximum potential reduction of 1,080 jobs (348 direct jobs and 732 indirect jobs) over the 1996-to-2001 period in the Philadelphia, Pennsylvania-New Jersey PMSA economic area, which is less than 0.1 percent of economic area employment. The cumulative economic impact of all BRAC 95 recommendations and all prior-round BRAC actions in the economic area over the 1994-to-2001 period could result in a maximum potential decrease equal to 1.0 percent of employment in the economic area.

Community Infrastructure Impact: There is no known community infrastructure impact at any receiving installation.

Environmental Impact: The closure of both NAWC Warminster and NCCOSC Det Warminster will have a positive effect on the environment because their appropriate functions and personnel will be relocated out of an area that is in severe non-attainment for ozone and from an activity that is included on the National Priorities List. The personnel being relocated to NCCOSC San Diego represent an increase in personnel of less than six percent, which is not considered of sufficient size to adversely impact the environment at that sites. However, a conformity determination may be required to determine this impact. At both receiving sites, the utility infrastructure capacity is sufficient to handle the additional loading. There is no adverse impact on threatened/endangered species, sensitive habitats and wetlands, or cultural/historical resources occasioned by this recommendation.

Fleet and Industrial Supply Center, Charleston, South Carolina

Recommendation: Close the Fleet and Industrial Supply Center, Charleston, South Carolina.

Justification: Fleet and Industrial Supply Centers are follower activities whose existence depends upon active fleet units in their homeport area. Prior BRAC actions closed or realigned most of this activity's customer base, and most of its personnel have already transferred to the Naval Command, Control, and Ocean Surveillance Center, In-Service Engineering, East Coast Division, Charleston, South Carolina. Further, in accordance with the FY 2001 Force Structure Plan, force structure reductions through the year 2001 erode the requirement for support of active forces even further. This remaining workload can efficiently be handled by other FISCs or other naval activities.

Return on Investment: The total estimated one-time cost to implement this recommendation is \$2.3 million. The net of all costs and savings during the implementation period is a savings of \$2.3 million. Annual recurring savings after implementation are \$0.9 million with a return on investment expected in two years. The net present value of the costs and savings over 20 years is a savings of \$10.8 million.

Impacts:

Economic Impact on Communities: Assuming no economic recovery, this recommendation could result in a maximum potential reduction of 12 jobs (8 direct jobs and 4 indirect jobs) over the 1996-to-2001 period in the Charleston-North Charleston, South Carolina MSA economic area, which is less than 0.1 percent of economic area employment. The cumulative economic impact of all BRAC 95 recommendations and all prior-round BRAC actions in the economic area over the 1994-to-2001 period could result in a maximum potential decrease equal to 8.4 percent of employment in the economic area.

Community Infrastructure Impact: There is no community infrastructure impact since there are no receiving installations for this recommendation.

Environmental Impact: This activity is located in an area that is in attainment for carbon monoxide, ozone and PM-10. This closure will support the maintenance of this air quality status and will have a further positive impact on the environment in that it eliminates barge movements in and out of the pier area as part of the fueling operations in the FISC complex. An additional positive impact is the elimination of military activities in an area occupied by the Least Tern, an endangered species, and its designated habitat aboard the present FISC Charleston complex. There will be no adverse impact on cultural/historical resources occasioned by this recommendation.

**Naval Command, Control and Ocean Surveillance Center, In-Service
Engineering East Coast Detachment, Norfolk, Virginia**

Recommendation: Close the In-Service Engineering East Coast Detachment, St. Juliens Creek Annex, Norfolk, Virginia, of the Naval Command, Control and Ocean Surveillance Center, except retain in place the transmit and receive equipment and antennas currently at the St. Juliens Creek Annex. Relocate functions, necessary personnel and equipment to Norfolk Naval Shipyard, Norfolk, Virginia.

Justification: There is an overall reduction in operational forces and a sharp decline of the DON budget through FY 2001. Specific reductions for technical centers are difficult to determine, because these activities are supported through customer orders. However, the level of forces and the budget are reliable indicators of sharp declines in technical center

workload through FY 2001, which leads to a recognition of excess capacity in these activities. This excess and the imbalance in force and resource levels dictate closure/realignment or consolidation of activities wherever practicable. The closure of this activity and the relocation of its principal functions achieves improved efficiencies and a reduction of excess capacity by aligning its functions with other fleet support provided by the shipyard.

Return on Investment: The total estimated one-time cost to implement this recommendation is \$4.6 million. The net of all costs and savings during the implementation period is a savings of \$0.06 million. Annual recurring savings after implementation are \$2.1 million with a return on investment expected in three years. The net present value of the costs and savings over 20 years is a savings of \$20.4 million.

Impacts:

Economic Impact on Communities: This recommendation will not result in a change in employment in the Norfolk-Virginia Beach-Newport News, Virginia-North Carolina MSA economic area because all affected jobs will remain in that economic area.

Community Infrastructure Impact: There is no known community infrastructure impact at any receiving installation.

Environmental Impact: The closure of NCCOSC ISE East Det Norfolk, St. Juliens Creek Annex, will have no appreciable impact on the environment since all relocation of personnel will be within the local area and within the same air quality region. There is no adverse impact on threatened/endangered species, sensitive habitats and wetlands, or cultural/historical resources occasioned by this recommendation.

Naval Information Systems Management Center, Arlington, Virginia

Recommendation: Relocate the Naval Information Systems Management Center from leased space in Arlington, Virginia, to the Washington Navy Yard, Washington, D.C.

Justification: The resource levels of administrative activities are dependent upon the level of forces they support. The continuing decline in force levels shown in the FY 2001 Force Structure Plan coupled with the effects of the National Performance Review result in further reductions of personnel in administrative activities. This relocation reduces excess capacity and achieves savings by the movement from leased space to government-owned space, and furthers the Department's policy decision to merge this activity with the Information Technology Acquisition Center which is already housed in the Navy Yard.

Return on Investment: The total estimated one-time cost to implement this recommendation is \$0.1 million. The net of all costs and savings during the implementation period is a savings of \$0.3 million. Annual recurring savings after implementation are \$0.1 million with a return on investment expected in two years. The net present value of the costs and savings over 20 years is a savings of \$1.7 million.

Impacts:

Economic Impact on Communities: This recommendation will not result in a change in employment in the Washington, DC-Maryland-Virginia-West Virginia PMSA economic area because all affected jobs will remain in that economic area.

Community Infrastructure Impact: There is no known community infrastructure impact at any receiving installation.

Environmental Impact: The relocation of this activity from leased space in the NCR to the Washington Navy Yard will not adversely impact the environment because it is an administrative activity and the relocation concerns only a small number of personnel and office support equipment. There is no adverse impact on threatened/endangered species, sensitive habitat and wetlands, or cultural/historical resources occasioned by this recommendation.

Naval Management Systems Support Office, Chesapeake, Virginia

Recommendation: Disestablish the Naval Management Systems Support Office (NAVMASSO), Chesapeake, Virginia, and relocate its functions and necessary personnel and equipment as a detachment of Naval Command, Control and Ocean Surveillance Center, San Diego, California, in government-owned spaces in Norfolk, Virginia.

Justification: There is an overall reduction in operational forces and a sharp decline of the DON budget through FY 2001. Specific reductions for technical centers are difficult to determine, because these activities are supported through customer orders. However, the level of forces and the budget are reliable indicators of sharp declines in technical center workload through FY 2001, which leads to a recognition of excess capacity in these activities. This excess and the imbalance in force and resource levels dictate closure/realignment or consolidation of activities wherever practicable. The disestablishment of this activity permits the elimination of the command and support structure of this activity and the consolidation of certain functions with a major technical center. This recommendation also provides for the movement out of leased space into government-owned

space, a move which had been intended to occur as part of the DON BRAC 93 recommended consolidation of the Naval Electronic Systems Engineering Centers in Portsmouth, which the 1993 Commission disapproved.

Return on Investment: The total estimated one-time cost to implement this recommendation is \$2.2 million. The net of all costs and savings during the implementation period is a savings of \$9 million. Annual recurring savings after implementation are \$2.7 million with a return on investment expected in one year. The net present value of the costs and savings over 20 years is a savings of \$34.9 million.

Impacts:

Economic Impact on Communities: Assuming no economic recovery, this recommendation could result in a maximum potential reduction of 50 jobs (21 direct jobs and 29 indirect jobs) over the 1996-to-2001 period in the Norfolk-Virginia Beach-Newport News, Virginia-North Carolina MSA economic area, which is less than 0.1 percent of economic area employment. The cumulative economic impact of all BRAC 95 recommendations and all prior-round BRAC actions in the economic area over the 1994-to-2001 period could result in a maximum potential increase equal to 1.0 percent of employment in the economic area.

Community Infrastructure Impact: There is no known community infrastructure impact at any receiving installation.

Environmental Impact: The disestablishment of NAVMASSO will not impact the environment. NAVMASSO is an administrative activity that is currently located in leased space only 18 miles from its gaining site, the Norfolk Naval Station. These additional personnel readily can be handled by the utility infrastructure at the gaining site. Also, there is no adverse impact on threatened/endangered species, sensitive habitats and wetlands, or cultural/historical resources occasioned by this recommendation.

Reserve Centers/Commands

Recommendation:

Close the following Naval Reserve Centers:

Stockton, California
Pomona, California
Santa Ana, Irvine, California
Laredo, Texas
Sheboygan, Wisconsin
Cadillac, Michigan

Staten Island, New York
Huntsville, Alabama

Close the following Naval Air Reserve Center:

Olathe, Kansas

Close the following Naval Reserve Readiness Commands:

Region Seven - Charleston, South Carolina
Region Ten - New Orleans, Louisiana

Justification: Existing capacity in support of the Reserve component continues to be in excess of the force structure requirements for the year 2001. These Reserve Centers scored low in military value, among other things, because there were a fewer number of drilling reservists than the number of billets available (suggesting a lesser demographic pool from which to recruit sailors), or because there was a poor use of facilities (for instance, only one drill weekend per month). Readiness Command (REDCOM) 7 has management responsibility for the fewest number of Reserve Centers of the thirteen REDCOMs, while REDCOM 10 has management responsibility for the fewest number of Selected Reservists. In 1994, nearly three-fourths of the authorized SELRES billets at REDCOM 10 were unfilled, suggesting a demographic shortfall. In addition, both REDCOMs have high ratios of active duty personnel when compared to SELRES supported. The declining Reserve force structure necessitates more effective utilization of resources and therefore justifies closing these two REDCOMs. In arriving at the recommendation to close these Reserve Centers/Commands, specific analysis was conducted to ensure that there was either an alternate location available to accommodate the affected Reserve population or demographic support for purpose of force recruiting in the areas to which units were being relocated. This specific analysis, verified by the COBRA analysis, supports these closures.

Return on Investment: The total estimated one-time cost to implement the closure of NRC Stockton is \$45 thousand. The net of all costs and savings during the implementation period is a savings of \$2 million. Annual recurring savings after implementation are \$0.4 million with an immediate return on investment expected. The net present value of the costs and savings over 20 years is a savings of \$5.4 million.

The total estimated one-time cost to implement the closure of NRC Pomona is \$48 thousand. The net of all costs and savings during the implementation period is a savings of \$1.9 million. Annual recurring savings after implementation are \$0.3 million with an immediate return on investment expected. The net present value of the costs and savings over 20 years is a savings of \$5.1 million.

The total estimated one-time cost to implement the closure of NRC Santa Ana is \$41 thousand. The net of all costs and savings during the implementation period is a savings of \$3 million. Annual recurring savings after implementation are \$0.5 million with an immediate return on investment expected. The net present value of the costs and savings over 20 years is a savings of \$8.1 million.

The total estimated one-time cost to implement the closure of NRF Laredo is \$27 thousand. The net of all costs and savings during the implementation period is a savings of \$1.4 million. Annual recurring savings after implementation are \$0.3 million with an immediate return on investment expected. The net present value of the costs and savings over 20 years is a savings of \$3.8 million.

The total estimated one-time cost to implement the closure of NRC Sheboygan is \$31 thousand. The net of all costs and savings during the implementation period is a savings of \$1.5 million. Annual recurring savings after implementation are \$0.3 million with an immediate return on investment expected. The net present value of the costs and savings over 20 years is a savings of \$4.1 million.

The total estimated one-time cost to implement the closure of NRC Cadillac is \$46 thousand. The net of all costs and savings during the implementation period is a savings of \$1.8 million. Annual recurring savings after implementation are \$0.3 million with an immediate return on investment expected. The net present value of the costs and savings over 20 years is a savings of \$5 million.

The total estimated one-time cost to implement the closure of NRC Staten Island is \$43 thousand. The net of all costs and savings during the implementation period is a savings of \$4.5 million. Annual recurring savings after implementation are \$0.6 million with an immediate return on investment expected. The net present value of the costs and savings over 20 years is a savings of \$9.8 million.

The total estimated one-time cost to implement the closure of NRC Huntsville is \$51 thousand. The net of all costs and savings during the implementation period is a savings of \$2.6 million. Annual recurring savings after implementation are \$0.5 million with an immediate return on investment expected. The net present value of the costs and savings over 20 years is a savings of \$7.2 million.

The total estimated one-time cost to implement the closure of NARCEN Olathe is \$0.2 million. The net of all costs and savings during the implementation period is a savings of \$3.9 million. Annual recurring savings after implementation are \$0.7 million with an immediate return on investment expected. The net present value of the costs and savings over 20 years is a savings of \$10.9 million.

The total estimated one-time cost to implement the closure of NRRC Charleston is \$0.5 million. The net of all costs and savings during the implementation period is a savings of \$14.4 million. Annual recurring savings after implementation are \$2.7 million with an immediate return on investment expected. The net present value of the costs and savings over 20 years is a savings of \$39.9 million.

The total estimated one-time cost to implement the closure of NRRC New Orleans is \$0.6 million. The net of all costs and savings during the implementation period is a savings of \$6 million. Annual recurring savings after implementation are \$1.9 million with an immediate return on investment expected. The net present value of the costs and savings over 20 years is a savings of \$23.8 million.

Impacts:

Economic Impact on Communities: Assuming no economic recovery, the closure of NRC Stockton could result in a maximum potential reduction of 10 jobs (7 direct jobs and 3 indirect jobs) over the 1996-to-2001 period in the Stockton-Lodi, California MSA economic area, which is less than 0.1 percent of economic area employment. The cumulative economic impact of all BRAC 95 recommendations and all prior-round BRAC actions in the economic area over the 1994-to-2001 period could result in a maximum potential increase equal to 0.6 percent of employment in the economic area.

Assuming no economic recovery, the closure of NRC Pomona could result in a maximum potential reduction of 15 jobs (10 direct jobs and 5 indirect jobs) over the 1996-to-2001 period in the Los Angeles-Long Beach, California PMSA economic area, which is less than 0.1 percent of economic area employment. The cumulative economic impact of all BRAC 95 recommendations and all prior-round BRAC actions in the economic area over the 1994-to-2001 period could result in a maximum potential decrease equal to 0.4 percent of employment in the economic area.

Assuming no economic recovery, the closure of NRC Santa Ana could result in a maximum potential reduction of 21 jobs (14 direct jobs and 7 indirect jobs) over the 1996-to-2001 period in the Orange County, California PMSA economic area, which is less than 0.1 percent of economic area employment. The cumulative economic impact of all BRAC 95 recommendations and all prior-round BRAC actions in the economic area over the 1994-to-2001 period could result in a maximum potential decrease equal to 1.1 percent of employment in the economic area.

Assuming no economic recovery, the closure of NRF Laredo could result in a maximum potential reduction of 8 jobs (6 direct jobs and 2 indirect jobs) over the 1996-to-2001 period in the Laredo, Texas MSA economic area, which is less than 0.1 percent of economic area employment.

Assuming no economic recovery, the closure of NRC Sheboygan could result in a maximum potential reduction of 8 jobs (6 direct jobs and 2 indirect jobs) over the 1996-to-2001 period in the Sheboygan, Wisconsin MSA economic area, which is less than 0.1 percent of economic area employment.

Assuming no economic recovery, the closure of NRC Cadillac could result in a maximum potential reduction of 10 jobs (8 direct jobs and 2 indirect jobs) over the 1996-to-2001 period in the Wexford County, Michigan economic area, which is 0.1 percent of economic area employment.

Assuming no economic recovery, the closure of NRC Staten Island could result in a maximum potential reduction of 21 jobs (14 direct jobs and 7 indirect jobs) over the 1996-to-2001 period in the New York, New York PMSA economic area, which is less than 0.1 percent of economic area employment. The cumulative economic impact of all BRAC 95 recommendations and all prior-round BRAC actions in the economic area over the 1994-to-2001 period could result in a maximum potential decrease equal to 0.1 percent of employment in the economic area.

Assuming no economic recovery, the closure of NRC Huntsville could result in a maximum potential reduction of 26 jobs (19 direct jobs and 7 indirect jobs) over the 1996-to-2001 period in the Madison County, Alabama economic area, which is less than 0.1 percent of economic area employment. The cumulative economic impact of all BRAC 95 recommendations and all prior-round BRAC actions in the economic area over the 1994-to-2001 period could result in a maximum potential increase equal to 2.7 percent of employment in the economic area.

Assuming no economic recovery, the closure of NARCEN Olathe could result in a maximum potential reduction of 22 jobs (14 direct jobs and 8 indirect jobs) over the 1996-to-2001 period in the Kansas City, Missouri-Kansas MSA economic area, which is less than 0.1 percent of economic area employment. The cumulative economic impact of all BRAC 95 recommendations and all prior-round BRAC actions in the economic area over the 1994-to-2001 period could result in a maximum potential decrease equal to 0.1 percent of employment in the economic area.

Assuming no economic recovery, the closure of NRRC Charleston could result in a maximum potential reduction of 67 jobs (46 direct jobs and 21 indirect jobs) over the 1996-

to-2001 period in the Charleston-North Charleston, South Carolina MSA economic area, which is less than 0.1 percent of economic area employment. The cumulative economic impact of all BRAC 95 recommendations and all prior-round BRAC actions in the economic area over the 1994-to-2001 period could result in a maximum potential decrease equal to 8.4 percent of employment in the economic area.

Assuming no economic recovery, the closure of NRRC New Orleans could result in a maximum potential reduction of 73 jobs (47 direct jobs and 26 indirect jobs) over the 1996-to-2001 period in the New Orleans, Louisiana MSA economic area, which is less than 0.1 percent of economic area employment. The cumulative economic impact of all BRAC 95 recommendations and all prior-round BRAC actions in the economic area over the 1994-to-2001 period could result in a maximum potential decrease equal to less than 0.1 percent of employment in the economic area.

Community Infrastructure Impact: There is no known community infrastructure impact at any receiving installation.

Environmental Impact: The closure of these Reserve Centers and Readiness Commands generally will have a positive impact on the environment since, with the exception of REDCOM 10, they concern closures with no attendant realignments of personnel or functions. In the case of REDCOM 10, the movement of less than 10 military personnel to REDCOM 11, Dallas, Texas, is not of such a size as to impact the environment. Further, there is no adverse impact on threatened/endangered species, sensitive habitats and wetlands, or cultural/historical resources occasioned by this recommendation.

Marine Corps Air Station, El Toro, California, and Marine Corps Air Station, Tustin, California

Recommendation: Change the receiving sites for "squadrons and related activities at NAS Miramar" specified by the 1993 Commission (1993 Commission Report, at page 1-18) from "NAS Lemoore and NAS Fallon" to "other naval air stations, primarily NAS Oceana, Virginia, NAS North Island, California, and NAS Fallon, Nevada." Change the receiving sites for MCAS Tustin, California, specified by the 1993 Commission from "NAS North Island, NAS Miramar, or MCAS Camp Pendleton" to "other naval air stations, primarily MCAS New River, North Carolina; MCB Hawaii (MCAF Kaneohe Bay); MCAS Camp Pendleton, California; and NAS Miramar, California."

Justification: This recommendation furthers the restructuring initiatives of operational bases commenced in BRAC 93 and also recognizes that the FY 2001 Force Structure Plan further reduced force levels from those in the FY 1999 Force Structure Plan applicable to BRAC 93. These force level reductions required the Department of the Navy not only to eliminate

additional excess capacity but to do so in a way that retained only the infrastructure necessary to support future force levels and did not impede operational flexibility for the deployment of that force. Full implementation of the BRAC 93 recommendations relating to operational air stations would require the construction of substantial new capacity at installations on both coasts, which only exacerbates the level of excess capacity in this subcategory of installations. Revising the receiving sites for assets from these installations in this and other air station recommendations eliminates the need for this construction of new capacity, such that the total savings are equivalent to the replacement plant value of an existing tactical aviation naval air station. Further, within the context of the FY 2001 Force Structure Plan, the mix of operational air stations and the assets they support resulting from these recommendations provides substantial operational flexibility. For instance, the single siting of F-14s at Naval Air Station, Oceana, Virginia, fully utilizes that installation's capacity and avoids the need to provide support on both coasts for this aircraft series which is scheduled to leave the active inventory. This recommendation also permits the relocation of Marine Corps helicopter squadrons in the manner best able to meet operational imperatives.

Return on Investment: The total estimated one-time cost to implement this recommendation is \$90.2 million. The net of all costs and savings during the implementation period is a savings of \$293 million. Annual recurring savings after implementation are \$6.9 million with an immediate return on investment expected. The net present value of the costs and savings over 20 years is a savings of \$346.8 million.

Impacts:

Economic Impact on Communities: Since this action affects unexecuted relocations resulting from prior BRAC recommendations, it causes no net change in current employment in either the San Diego MSA or the Kings County, California economic areas. However, the anticipated 10.9% increase in the Kings County employment base and the anticipated 0.1% increase in the San Diego employment base will not occur.

Community Infrastructure Impact: There is no known community infrastructure impact at any receiving installation.

Environmental Impact: The relocation of Navy and Marine Corps aviation assets in this recommendation generally will have a positive impact on the environment, particularly on the air quality in the areas in which NAS Lemoore and MCAS Miramar are located. The introduction of additional aircraft and personnel to the Norfolk, Virginia, area is not expected to have an adverse impact on the air quality of this area in that the net effect of adding these aircraft and personnel, when compared to force structure reductions by FY 2001, is a reduction from FY 1990 levels. However, a conformity determination will be required that takes into account any impact these actions may have on the air quality of these areas.

Further, the utility infrastructure at each receiving site has sufficient capacity to handle these additional personnel. There is no adverse impact on threatened/endangered species, sensitive habitats and wetlands, or cultural/historical resources occasioned by this recommendation.

Naval Air Station, Alameda, California

Recommendation: Change the receiving sites specified by the 1993 Commission for the closure of Naval Air Station, Alameda, California (1993 Commission Report, at page 1-35) for "aircraft along with the dedicated personnel, equipment and support" and "reserve aviation assets" from "NAS North Island" and "NASA Ames/Moffett Field," respectively, to "other naval air stations, primarily the Naval Air Facility, Corpus Christi, Texas, to support the Mine Warfare Center of Excellence, Naval Station, Ingleside, Texas."

Justification: The decision to collocate all mine warfare assets, including air assets, at the Mine Warfare Center of Excellence at Naval Station, Ingleside, Texas, coupled with the lack of existing facilities at Naval Air Station, North Island, support this movement of mine warfare helicopter assets to Texas. With this collocation of assets, the Navy can conduct training and operations with the full spectrum of mine warfare assets from one location, significantly enhancing its mine warfare countermeasures capability. This action is also consistent with the Department's approach for other naval air stations of eliminating capacity by not building new capacity.

Return on Investment: The return on investment data below applies to the closure of NAS Meridian, the closure of NTTC Meridian, the realignment of NAS Corpus Christi to a NAF, and the NAS Alameda redirect. The total estimated one-time cost to implement these recommendations is \$83.4 million. The net of all costs and savings during the implementation period is a savings of \$158.8 million. Annual recurring savings after implementation are \$33.4 million with an immediate return on investment expected. The net present value of the costs and savings over 20 years is a savings of \$471.2 million.

Impacts:

Economic Impact on Communities: Since this action affects unexecuted relocations resulting from prior BRAC recommendations, it causes no net change in employment in the San Diego, California MSA economic area. However, the anticipated small increase in the employment base in this economic area will not occur.

Community Infrastructure Impact: There is no known community infrastructure impact at any receiving installation.

Environmental Impact: This redirection involves only the relocation of the mine warfare helicopter assets (both active and reserve aircraft) to the Naval Air Facility, Corpus Christi, Texas, in support of the Mine Warfare Center of Excellence at Naval Station, Ingleside, Texas, instead of to Naval Air Station, North Island, California. Therefore, this relocation will have a positive impact on the environment. The Corpus Christi area is in attainment for all of the major air pollutants, while the San Diego area is in severe non-attainment for ozone. The addition of these assets to the Corpus Christi area is not expected to have an impact on the environment. However, if a conformity determination is required to assess the impact of this move on the local air quality, one will be performed. There are no adverse impacts on threatened/endangered species, sensitive habitats and wetlands, or cultural/historic resources occasioned by this recommendation.

Naval Recruiting District, San Diego, California

Recommendation: Change the receiving site for the Naval Recruiting District, San Diego, California, specified by the 1993 Commission (1993 Commission Report, at page 1-39) from "Naval Air Station North Island" to "other government-owned space in San Diego, California."

Justification: The North Island site is somewhat isolated and not necessarily conducive to the discharge of a recruiting mission. Moving this activity to government-owned space in a more central and accessible location enhances its operations. Additionally, with the additional assets being placed in NAS North Island in this round of closures and realignments, there is a need for the space previously allocated to this activity.

Return on Investment: The total estimated one-time cost to implement this recommendation is \$0.3 million. The net of all costs and savings during the implementation period is a savings of \$0.1 million. There are no annual recurring savings after implementation, and a return on investment is expected in one year. The net present value of the costs and savings over 20 years is a savings of \$89 thousand.

Impacts:

Economic Impact on Communities: This recommendation will not result in a change in employment in the San Diego, California MSA economic area because all affected jobs will remain in that economic area.

Community Infrastructure Impact: There is no known community infrastructure impact at any receiving installation.

Environmental Impact: The relocation of this activity within its local area generally will have a positive impact on the environment because new facilities will not have to be constructed at NAS North Island. Also, there is no adverse impact on threatened/endangered species, sensitive habitats and wetlands, or cultural/historical resources occasioned by this recommendation.

Naval Training Centers

Recommendation: Change the recommendation of the 1993 Commission (1993 Commission Report, at page 1-38) concerning the closure of Naval Training Center, Orlando, Florida, by deleting all references to Service School Command from the list of major tenants. Change the recommendation of the 1993 Commission (1993 Commission Report, at page 1-39) concerning the closure of Naval Training Center, San Diego, California, by deleting all references to Service School Command, including Service School Command (Electronic Warfare) and Service School Command (Surface), from the list of major tenants.

Justification: Service School Command is a major component command reporting directly to the Commanding Officer, Naval Training Center, and, as such, is not a tenant of the Naval Training Center. Its relocation and that of its component courses can and should be accomplished in a manner "consistent with training requirements," as specified by the 1993 Commission recommendation language for the major elements of the Naval Training Centers. For instance, while the command structure of the Service School Command at Naval Training Center, Orlando Florida, is relocating to the Naval Training Center, Great Lakes, Illinois, the Torpedoman "C" School can be relocated to available facilities at the Naval Underwater Weapons Center, Keyport, Washington, and thus be adjacent to the facility that supports the type of weapon that is the subject of the training. Similarly, since the Integrated Voice Communication School at the Naval Training Center, San Diego, California, uses contract instructors, placing it at Fleet Training Center, San Diego, necessitates only the local movement of equipment at a savings in the cost otherwise to be incurred to move such equipment to the Naval Training Center, Great Lakes, Illinois. Likewise, the relocation of the Messman "A" School at Naval Training Center, San Diego, to Lackland Air Force Base results in consolidation of the same type of training for all services at one location, consistent with Department goals, and avoids military construction costs at Naval Air Station, Pensacola.

Return on Investment: The total estimated one-time cost to implement this recommendation is \$5.9 million. The net of all costs and savings during the implementation period is a savings of \$24.8 million. Annual recurring savings after implementation are \$0.2 million with an immediate return on investment expected. The net present value of the costs and savings over 20 years is a savings of \$25.8 million.

Impacts:

Economic Impact on Communities: Since this action affects unexecuted relocations resulting from prior BRAC recommendations, it causes no net change in employment in either the Lake County, Illinois, or the Pensacola, Florida MSA economic areas. However, the anticipated 0.1 percent increase in the Lake County employment base and the anticipated 0.1 percent increase in Pensacola, Florida the employment base will not occur.

Community Infrastructure Impact: There is no known community infrastructure impact at any receiving installation.

Environmental Impact: The relocation of individual schools will have a minimal impact on the environment. Each is a tenant command and not a property owner. Each of the receiving sites was reviewed for impact on threatened/endangered species, sensitive habitats and wetlands, and cultural/historic resources, and no adverse impact was found. None of these schools are expected to have an adverse impact on the air quality of the areas to which it is relocating. The receiving sites have adequate capacity in their utility infrastructure to handle the additional personnel relocated by this recommendation.

Naval Air Station, Cecil Field, Florida

Recommendation: Change the receiving sites specified by the 1993 Commission (1993 Commission Report, at page 1-20) from "Marine Corps Air Station, Cherry Point, North Carolina; Naval Air Station, Oceana, Virginia; and Marine Corps Air Station, Beaufort, South Carolina" to "other naval air stations, primarily Naval Air Station, Oceana, Virginia; Marine Corps Air Station, Beaufort, South Carolina; Naval Air Station, Jacksonville, Florida; and Naval Air Station, Atlanta, Georgia; or other Navy or Marine Corps Air Stations with the necessary capacity and support infrastructure." In addition, add the following: "To support Naval Air Station, Jacksonville, retain OLF Whitehouse, the Pinycastle target complex, and the Yellow Water family housing area."

Justification: Despite the large reduction in operational infrastructure accomplished during the 1993 round of base closure and realignment, since DON force structure experiences a reduction of over 10 percent by the year 2001, there continues to be additional excess capacity that must be eliminated. In evaluating operational bases, the goal was to retain only that infrastructure necessary to support the future force structure without impeding operational flexibility for deployment of that force. This recommended redirect achieves several important aims in furtherance of current Departmental policy and operational needs. First, it avoids the substantial new construction at MCAS Cherry Point that would be required if the F/A-18s from NAS Cecil Field were relocated there, which would add to

existing excess capacity, and utilizes existing capacity at NAS Oceana. This avoidance and similar actions taken regarding other air stations are equivalent to the replacement plant value of an existing tactical aviation naval air station. Second, it permits collocation of all fixed wing carrier-based anti-submarine warfare (ASW) air assets in the Atlantic Fleet with the other aviation ASW assets at NAS Jacksonville and NAVSTA Mayport and support for those assets. Third, it permits recognition of the superior demographics for the Navy and Marine Corps reserves by relocation of reserve assets to Atlanta, Georgia.

Return on Investment: The total estimated one-time cost to implement this recommendation is \$66.6 million. The net of all costs and savings during the implementation period is a savings of \$335.1 million. Annual recurring savings after implementation are \$11.5 million with an immediate return on investment expected. The net present value of the costs and savings over 20 years is a savings of \$437.8 million.

Impacts:

Economic Impact on Communities: Since this action affects unexecuted relocations resulting from prior BRAC recommendations, it causes no net change in current employment in the Craven and Carteret Counties, North Carolina economic area. However, the anticipated 7.5 percent increase in the employment base in this economic area will not occur.

Community Infrastructure Impact: There is no known community infrastructure impact at any receiving installation.

Environmental Impact: The reallocation of Navy and Marine Corps aviation assets in this recommendation will have a generally positive impact on the environment, particularly on the air quality at Cherry Point, North Carolina, and Jacksonville, Florida. The introduction of additional aircraft and personnel to the Norfolk, Virginia, area is not expected to have an adverse impact on the air quality of that area since the net effect of moving these particular assets, when compared to the force structure reductions by FY 2001, is a reduction of personnel and aircraft from FY 1990 levels at this receiving activity. However, it is expected that conformity determinations will be required for the movements to NAS Oceana and NAS Atlanta. The utility infrastructure at each of the receiving sites is sufficient to handle the additional personnel. At none of the receiving sites will there be an adverse impact on threatened/endangered species, sensitive habitats and wetlands, or cultural/historical resources occasioned by this recommendation.

Naval Aviation Depot, Pensacola, Florida

Recommendation: Change the recommendation of the 1993 Commission (1993 Commission Report, at pages 1-42/43) by striking the following: "In addition, the Commission recommends that the whirl tower and dynamic components facility be moved to Cherry Point Navy or Corpus Christi Army Depots or the private sector, in lieu of the Navy's plan to retain these operations in a stand-alone facility at NADEP Pensacola."

Justification: Despite substantial reductions in depot maintenance capability accomplished in prior base closure evolutions, as force levels continue to decline, there is additional excess capacity that needs to be eliminated. Naval Aviation Depot, Pensacola, was closed in BRAC 93, except for the whirl tower and dynamic components facility. Subsequent to that decision, no requirement for the facility has been identified within either the Army or the Navy, and insufficient private sector interest in that facility has been expressed. Additionally, the Depot Maintenance Joint Cross-Service Group (JCSG-DM) examined these functions in response to Congressional interest in reexamining the BRAC 93 action. The JCSG-DM determined that the Pensacola facilities could not independently fulfill the entire future DoD requirement, but that the Army facilities at Corpus Christi Army Depot, combined with the Navy facilities at NADEP Cherry Point, could. This recommendation will allow the disposal of the whirl tower and the rehabilitation of the dynamic components facility buildings for use by the Naval Air Technical Training Center.

Return on Investment: The total estimated one-time cost to implement this recommendation is \$1.5 million. The net of all costs and savings during the implementation period is a savings of \$2.4 million. Annual recurring savings after implementation are \$0.2 million with an immediate return on investment expected. The net present value of the costs and savings over 20 years is a savings of \$3.8 million.

Impacts:

Economic Impact on Communities: This recommendation will not affect any jobs in the Pensacola, Florida MSA economic area.

Community Infrastructure Impact: There is no community infrastructure impact since there are no receiving installations for this recommendation.

Environmental Impact: There are no known environmental impacts attendant to the disposal of these assets in place required by this recommendation, including impacts on air quality, threatened/endangered species, sensitive habitats and wetlands, or cultural/historical resources.

Navy Nuclear Power Propulsion Training Center, Naval Training Center, Orlando, Florida

Recommendation: Change the receiving site specified by the 1993 Commission (1993 Commission Report, at page 1-38) for the "Nuclear Power School" (or the Navy Nuclear Power Propulsion Training Center) from "the Submarine School at the Naval Submarine Base (NSB), New London" to "Naval Weapons Station, Charleston, South Carolina."

Justification: The decision of the 1993 Commission to retain the submarine piers at Naval Submarine Base New London, Connecticut, meant that some of the facilities designated for occupancy by the Navy Nuclear Power Propulsion Training Center were no longer available. Locating this school with the Nuclear Propulsion Training Unit of the Naval Weapons Station, Charleston achieves an enhanced training capability, provides ready access to the moored training ships now at the Weapons Station, and avoids the significant costs of building and/or renovating facilities at New London.

Return on Investment: The total estimated one-time cost to implement this recommendation is \$147.9 million. The net of all costs and savings during the implementation period is a savings of \$19.5 million. Annual recurring savings after implementation are \$5.3 million with a return on investment expected in one year. The net present value of the costs and savings over 20 years is a savings of \$71.1 million.

Impacts:

Economic Impact on Communities: Since this action affects unexecuted relocations resulting from prior BRAC recommendations, it causes no net change in employment in the New London-Norwich, Connecticut NECMA economic area. However, the anticipated 2.3 percent increase in the employment base in this economic area will not occur.

Community Infrastructure Impact: There is no known community infrastructure impact at any receiving installation.

Environmental Impact: The relocation of the Navy Nuclear Power Propulsion Training Center generally will have a positive impact on the environment. The receiving site is in an air quality district that is in attainment for carbon monoxide, ozone and PM-10, and this relocation is not expected to have an adverse impact on that air quality status. Also, the utility infrastructure of the receiving site is sufficient to handle the additional personnel. There is no adverse impact on threatened/endangered species, sensitive habitats and wetlands, or cultural/historic resources occasioned by this recommendation.

Naval Air Station, Agana, Guam

Recommendation: Change the receiving site specified by the 1993 Commission (1993 Commission Report, at page 1-21) for "the aircraft, personnel, and associated equipment" from the closing Naval Air Station, Agana, Guam from "Andersen AFB, Guam" to "other naval or DoD air stations in the Continental United States and Hawaii."

Justification: Other BRAC 95 actions recommended the partial closure of Naval Activities, Guam, with retention of the waterfront assets, and the relocation of all of the vessels currently homeported at Naval Activities, Guam to Hawaii. Among the aircraft at Naval Activities, Guam is a squadron of helicopters performing logistics functions in support of these vessels. This redirect would collocate these helicopters with the vessels they support. Similarly, regarding the other aircraft at the closing Naval Air Station, the Fleet Commander-in-Chief desires operational synergies for his surveillance aircraft, which results in movement away from Guam. This redirect more centrally collocates those aircraft with similar assets in Hawaii and on the West Coast, while avoiding the new construction costs required in order to house these aircraft at Andersen Air Force Base, Guam, consistent with the Department's approach of eliminating capacity by not building new capacity.

Return on Investment: The total estimated one-time cost to implement this recommendation is \$43.8 million. The net of all costs and savings during the implementation period is a savings of \$213.8 million. Annual recurring savings after implementation are \$21.7 million with an immediate return on investment expected. The net present value of the costs and savings over 20 years is a savings of \$418 million.

Impacts:

Economic Impact on Communities: Assuming no economic recovery, this recommendation could result in a maximum potential reduction of 1,641 jobs (1,272 direct jobs and 369 indirect jobs) over the 1996-to-2001 period in the Agana, Guam economic area, which is 2.5 percent of economic area employment. The cumulative economic impact of all BRAC 95 recommendations and all prior-round BRAC actions in the economic area over the 1994-to-2001 period could result in a maximum potential decrease equal to 10.6 percent of employment in the economic area. However, much of this impact involves the inclusion of MSC mariners in the job loss statement, which does not reflect the temporary nature of their presence on Guam.

Community Infrastructure Impact: There is no known community infrastructure impact at any receiving installation.

Environmental Impact: The Guam Air Pollution Control District is in attainment for carbon monoxide, ozone, and PM-10. Relocation of these aviation assets will remove a source of air emissions thus enhancing the air quality of Guam. Both NAS Whidbey Island and MCB/MCAF Hawaii are in an attainment area for carbon monoxide, ozone, and PM-10, and thus this relocation will not require a conformity determination. NAS North Island, on the other hand, is in an area which is in moderate non-attainment for carbon monoxide and severe non-attainment for ozone. Thus, a conformity determination may be required to evaluate the impact on air quality. Plans to disestablish current active squadrons support the ability to obtain a conformity determination. Adequate utility support and undeveloped property for expansion exist at NAS North Island. Similarly, at NAS Whidbey Island, force downsizing over the next six years will be in excess of the additional personnel and aircraft from this action. There will be no adverse impact to threatened/endangered species, sensitive habitats and wetlands, or cultural/historical resources occasioned by this recommendation.

Naval Air Station, Barbers Point, Hawaii

Recommendation: Change the recommendation of the 1993 Commission regarding items excepted from the closure of Naval Air Station, Barbers Point, Hawaii (1993 Commission, at page 1-19) from "Retain the family housing as needed for multi-service use" to "Retain the family housing as needed for multi-service use, including the following family housing support facilities: commissary facilities, Public Works Center compound with its sanitary landfill, and beach recreational areas, known as Nimitz Beach and White Plains Beach."

Justification: While specific mention was made of retention of family housing in the BRAC 93 recommendation relating to NAS Barbers Point, certain aspects conducive to supporting personnel in family housing were not specifically mentioned, which is required for their retention. Quality of life interests require either that these facilities be retained or that new ones be built to provide these services. Another advantage of retaining these facilities to support multi-service use is the avoidance of the costs of closing the existing landfill and either developing another one on other property on the island of Oahu or incurring the costs of shipping waste to a site off-island.

Return on Investment: The total estimated one-time cost to implement this recommendation is \$37 thousand. The net of all costs and savings during the implementation period is a savings of \$17.6 million. Annual recurring savings after implementation are \$0.1 million with an immediate return on investment expected. The net present value of the costs and savings over 20 years is a savings of \$18.4 million.

Impacts:

Economic Impact on Communities: This recommendation will not affect any jobs in the Honolulu, Hawaii MSA economic area.

Community Infrastructure Impact: There is no community infrastructure impact since there are no receiving installations for this recommendation.

Environmental Impact: The importance of this recommendation from the perspective of environmental impact is the retention of the existing landfill. Without this recommendation, the landfill would have to be closed and capped, and, until a replacement site is established, waste water treatment sludge, for instance, would have to be exported off-island for disposal. Further, by avoiding the need for new construction of facilities for the public works center compound and the commissary, this recommendation will eliminate any air emissions occasioned by such new construction and the need to use scarce real property resources to replace these facilities. Also, there is no adverse impact on threatened/endangered species, sensitive habitats and wetlands, or cultural/historical resources occasioned by this recommendation.

Naval Air Facility, Detroit, Michigan

Recommendation: Change the receiving site specified by the 1993 Commission (1993 Commission Report, at page 1-25) for the Mt. Clemons, Michigan Marine Corps Reserve Center, including MWSG-47 and supporting units, from "Marine Corps Reserve Center, Twin Cities, Minnesota" to "Air National Guard Base, Selfridge, Michigan."

Justification: In addition to avoiding the costs of relocating the reserve unit from this reserve center to Minnesota, this redirect maintains a Marine Corps recruiting presence in the Detroit area, which is a demographically rich recruiting area, and realizes a principal objective of the Department of Defense to effect multi-service use of facilities.

Return on Investment: There are no one-time costs to implement this recommendation. The net of all costs and savings during the implementation period is a savings of \$9.4 million. There are no annual recurring savings, and an immediate return on investment is obtained. The net present value of the costs and savings over 20 years is a savings of \$9.3 million.

Impacts:

Economic Impact on Communities: Since this action affects unexecuted relocations resulting from prior BRAC recommendations, it causes no net change in current

employment in the Minneapolis-St. Paul, Minnesota-Wisconsin MSA economic area. However, the anticipated small increase in the employment base in this economic area will not occur.

Community Infrastructure Impact: There is no known community infrastructure impact at any receiving installation.

Environmental Impact: The collocation of MWSG-47 and supporting units to National Guard facilities permits this activity to remain in its present location. Both the Air National Guard Base, Selfridge and the closing Naval Air Facility Detroit are in the same Air Quality Control District. Therefore, there will be no air quality changes on account of this recommendation. The elimination of the transfer of this Reserve Center to NARCEN Twin Cities will have a positive effect on the air quality of the Minneapolis/St. Paul Air Quality Control District.

Naval Shipyard, Norfolk Detachment, Philadelphia, Pennsylvania

Recommendations: Change the recommendation of the 1991 Commission relating to the closure of the Philadelphia Naval Shipyard (1991 Commission Report, at page 5-28) to delete "and preservation" (line 5) and "for emergent requirements"(lines 6-7).

Justification: Despite substantial reductions in depot maintenance capability accomplished in prior base closure evolutions, as force levels continue to decline, there is additional excess capacity that needs to be eliminated. The contingency seen in 1991 for which the facilities at this closed shipyard were being retained no longer exists, and their continued retention is neither necessary nor consistent with the DON objective to divest itself of unnecessary infrastructure.

Return on Investment: The total estimated one-time cost to implement this recommendation is \$32 thousand. The net of all costs and savings during the implementation period is a savings of \$51.9 million. Annual recurring savings after implementation are \$8.8 million with an immediate return on investment expected. The net present value of the costs and savings over 20 years is a savings of \$134.7 million.

Impacts:

Economic Impact on Communities: This recommendation will not affect any jobs in the Philadelphia, Pennsylvania-New Jersey PMSA economic area.

Community Infrastructure Impact: There is no community infrastructure impact since there are no receiving installations for this recommendation.

Environmental Impact: This recommendation completes the closure of the Philadelphia Naval Shipyard which began with BRAC 91. Since this is a closure with no realignment of functions, personnel or workload, there is no impact to threatened/endangered species, sensitive habitats and wetlands, or cultural/historical resources occasioned by this recommendation.

Naval Sea Systems Command, Arlington, Virginia

Recommendation: Change the receiving sites specified by the 1993 Commission (1993 Commission Report, at page 1-59) for the relocation of the Naval Sea Systems Command, including the Nuclear Propulsion Directorate (SEA 08), the Human Resources Office supporting the Naval Sea Systems Command, and associated PEOs and DRPMs, from "the Navy Annex, Arlington, Virginia; Washington Navy Yard, Washington, D.C.; 3801 Nebraska Avenue, Washington, D.C.; Marine Corps Combat Development Command, Quantico, Virginia; or the White Oak facility, Silver Spring, Maryland" to "the Washington Navy Yard, Washington, D.C. or other government-owned property in the metropolitan Washington, D.C. area."

Justification: The resource levels of administrative activities are dependent upon the level of forces they support. The continuing decline in force levels shown in the FY 2001 Force Structure Plan coupled with the effects of the National Performance Review result in further reductions of personnel in administrative activities. As a result, the capacity at the White Oak facility in Silver Spring, Maryland, or at the Navy Annex, Arlington, Virginia is no longer required to meet DON administrative space needs. This change in receiving sites eliminates substantial expenditures otherwise required to rehabilitate both White Oak and the Navy Annex. The net effect of this and the White Oak recommendation is a decrease of excess administrative space by more than 1,000,000 square feet.

Return on Investment: The total estimated one-time cost to implement this recommendation is \$159.7 million. The net of all costs and savings during the implementation period is a savings of \$47.6 million. Annual recurring savings after implementation are \$9.4 million with an immediate return on investment expected. The net present value of the costs and savings over 20 years is a savings of \$144 million.

Impacts:

Economic Impact on Communities: This recommendation will not result in a change in employment in the Washington, DC-Maryland-Virginia-West Virginia PMSA economic area because all affected jobs will remain in that economic area.

Community Infrastructure Impact: There is no known community infrastructure impact at any receiving installation.

Environmental Impact: The relocation of NAVSEA from leased space in the NCR to the Washington Navy Yard generally will have a positive impact on the environment, principally due to the avoidance of the construction of new facilities and the rehabilitation of existing facilities at NSWC White Oak, Maryland, which is closing in its entirety. The Washington Navy Yard has sufficient facilities which can be rehabilitated to house these activities, and the utility infrastructure capacity is sufficient to handle the additional personnel. There is no adverse impact on threatened/endangered species, sensitive habitat and wetlands, or cultural/historical resources occasioned by this recommendation.

Office of Naval Research, Arlington, Virginia

Recommendation: Change the recommendation of the 1993 Commission (1993 Commission Report, at pages 1-59/60) by deleting the Office of Naval Research from the list of National Capital Region activities to relocate from leased space to Government-owned space within the NCR.

Justification: Because of other BRAC 95 actions, space designated for this activity pursuant to the BRAC 93 decision is no longer available. Other Navy-owned space in the NCR would require substantial new construction in order to house this activity. Permitting the Office of Naval Research to remain in its present location not only avoids this new construction, but also realizes the synergy obtained by having the activity located in proximity to the Advanced Research Projects Agency and the National Science Foundation. Further, this action provides the opportunity for future collocation of like activities from the other Military Departments, with the attendant joint synergies which could be realized. While this action results in a recurring cost, the cost is minimal in light of the importance of these two significant opportunities.

Return on Investment: While the annual costs for this activity to remain in leased space are higher than operating costs paid for government-owned space, relocation to government-owned space would require new construction. The cost of that new construction is more than would be saved by this move over a twenty-year period. COBRA analysis of the BRAC 93 recommendation in view of the changed circumstances regarding availability of space in the National Capital Region reveals that relocation of this activity would not result in a reasonable return on investment.

Impacts:

Economic Impact on Communities: This recommendation will not result in a change in employment in the Washington, DC-Maryland-Virginia-West Virginia PMSA economic area because all affected jobs will remain in that economic area.

Community Infrastructure Impact: There is no known community infrastructure impact at any receiving installation.

Environmental Impact: Locating this activity in Arlington, Virginia, instead of at either the Washington Navy Yard or Nebraska Avenue generally will have a positive impact on the environment because new facilities will not have to be constructed. Both the current site and the sites considered as receivers are in the same air quality district; thus, there will be no impact on air quality. There is no adverse impact on threatened/endangered species, sensitive habitat and wetlands, or cultural/historical resources occasioned by this recommendation.

Space and Naval Warfare Systems Command, Arlington, Virginia

Recommendation: Change the recommendation for the Space and Naval Warfare Systems Command, Arlington, Virginia, specified by the 1993 Commission (Commission Report, at page 1-59) from "[r]elocate...from leased space to Government-owned space within the NCR, to include the Navy Annex, Arlington, Virginia; Washington Navy Yard, Washington, D.C.; 3801 Nebraska Avenue, Washington, D.C.; Marine Corps Combat Development Command, Quantico, Virginia; or the White Oak facility, Silver Spring, Maryland" to "Relocate...from leased space to Government-owned space in San Diego, California, to allow consolidation of the Naval Command, Control and Ocean Surveillance Center, with the Space and Naval Warfare Command headquarters. This relocation does not include SPAWAR Code 40, which is located at NRL, or the Program Executive Officer for Space Communication Sensors and his immediate staff who will remain in Navy-owned space in the National Capital Region."

Justification: The resource levels of administrative activities are dependent upon the level of forces they support. The continuing decline in force levels shown in the FY 2001 Force Structure Plan coupled with the effects of the National Performance Review result in further reductions in administrative activities. Space available in San Diego resulting from personnel changes and work consolidation permits further consolidation of the SPAWAR command structure and the elimination of levels of command structure. This consolidation will achieve not only significant savings from elimination of unnecessary command structure

but also efficiencies and economies of operation. In addition, by relocating to San Diego instead of the NCR, there will be sufficient readily available space in the Washington Navy Yard for the Naval Sea Systems Command.

Return on Investment: The total estimated one-time cost to implement this recommendation is \$24 million. The net of all costs and savings during the implementation period is a savings of \$120 million. Annual recurring savings after implementation are \$25.3 million with an immediate return on investment expected. The net present value of the costs and savings over 20 years is a savings of \$360 million.

Impacts:

Economic Impact on Communities: Assuming no economic recovery, this recommendation could result in a maximum potential reduction of 1,821 jobs (1,133 direct jobs and 681 indirect jobs) over the 1996-to-2001 period in the Washington, DC-Maryland-Virginia-West Virginia PMSA economic area, which is 0.1 percent of economic area employment. The cumulative economic impact of all BRAC 95 recommendations and all prior-round BRAC actions in the economic area over the 1994-to-2001 period could result in a maximum potential decrease equal to 0.6 percent of employment in the economic area.

Community Infrastructure Impact: There is no known community infrastructure impact at any receiving installation.

Environmental Impact: The relocation of this activity from leased space in the NCR to San Diego, California, likely will not have an adverse impact on the environment. Because San Diego is in a moderate non-attainment area for carbon monoxide, a conformity determination may be required to evaluate air quality impacts. There is no adverse impact on threatened/endangered species, sensitive habitats and wetlands, or cultural/historical resources occasioned by this recommendation.

Naval Recruiting Command, Washington, D.C.

Recommendation: Change the receiving site for the Naval Recruiting Command, Washington, D.C., specified by the 1993 Commission (1993 Commission Report, at page 1-59) from "Naval Training Center, Great Lakes, Illinois" to "Naval Support Activity, Memphis, Tennessee."

Justification: This relocation permits the single-siting of the Department's personnel recruiting and personnel management headquarters-level activities, enhancing their close

coordination, and supporting the Department's policy of maximizing the use of government-owned space. It also reduces the requirement to effect new construction, and reduces resulting potential building congestion, at NTC Great Lakes.

Return on Investment: The total estimated one-time cost to implement this recommendation is \$6.5 million. The net of all costs and savings during the implementation period is a savings of \$1.1 million. There are no annual recurring savings after implementation, and an immediate return on investment is expected. The net present value of the costs and savings over 20 years is a savings of \$1.2 million.

Impacts:

Economic Impact on Communities: Since this action affects unexecuted relocations resulting from prior BRAC recommendations, it causes no net change in employment in the Lake County, Illinois economic area. However, the anticipated 0.2 percent increase in the employment base in this economic area will not occur.

Community Infrastructure Impact: There is no known community infrastructure impact at any receiving installation.

Environmental Impact: The movement of this activity to Naval Support Activity, Memphis generally will have a positive impact on the environment because new facilities will not have to be constructed at NTC Great Lakes, Illinois. The additional personnel are not expected to have an adverse impact on the environment in that the utility infrastructure capacity at the receiving site is sufficient to handle this additional loading. There is no adverse impact on threatened/endangered species, sensitive habitats and wetlands, or cultural/historical resources occasioned by this recommendation.

**Naval Security Group Command Detachment Potomac,
Washington, D.C.**

Recommendation: Change the receiving site for the Naval Security Group Command Detachment Potomac, Washington, D.C., from "National Security Agency, Ft. Meade, Maryland" specified by the 1993 Commission (1993 Commission Report, at page 1-59) to "Naval Research Laboratory, Washington, D.C."

Justification: The mission of this activity requires that it be collocated with space surveillance hardware. This can most effectively be accomplished by housing this activity at the Naval Research Laboratory. By this redirect, the cost of moving this activity to Fort Meade can be avoided.

Return on Investment: There are no estimated one-time costs to implement this recommendation. The net of all costs and savings during the implementation period is a savings of \$4 thousand. There are no annual recurring savings after implementation, and an immediate return on investment is expected. The net present value of the costs and savings over 20 years is a savings of \$4 thousand.

Impacts:

Economic Impact on Communities: Since this action affects unexecuted relocations resulting from prior BRAC recommendations, it causes no net change in current employment in the Baltimore, Maryland PMSA economic area. However, the anticipated small increase in the employment base in this economic area will not occur.

Community Infrastructure Impact: There is no known community infrastructure impact at any receiving installation.

Environmental Impact: The relocation of this activity from Ft. Meade, Maryland, to the Naval Research Laboratory, Washington, D.C., generally will have a positive impact on the environment. Both the losing site and the gaining site are in the same air quality district; thus, movement of this activity within that district will no impact on air quality. There is no adverse impact on threatened/endangered species, sensitive habitat and wetlands, or cultural/historical resources occasioned by this recommendation.